

READERS' Q&A

MARTIN SHORT

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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**From national racing to Le Mans:
a real British bulldog spirit P14**

Mercedes and the World champ beaten fair and square in a straight fight at Paul Ricard

LEWIS: WE NEED TO DIG DEEPER FOR MORE WINS



Hamilton had to cede the lead late on



Verstappen won his third
race of the 2021 F1 season

By Matt James

Seven-time Formula 1 champion Lewis Hamilton says that he and his Mercedes team need to investigate how they got beaten in the French Grand Prix and come up with a fix.

Hamilton was leading up until the penultimate lap of the race at Paul Ricard on Sunday after leapfrogging Max Verstappen, who had started on pole in his Red Bull but slithered wide at turn one.

Verstappen pitted twice and was able to haul in the leader over the closing stages before moving ahead shortly before the end. Hamilton finished in second place ahead of Red Bull's Sergio Perez.

Hamilton, who now trails Verstappen by 12 points in the title chase, said: "Red Bull has obviously taken a step forward, and we need to work out where that is: whether that is in the rear wing and drag, or whether that is from the engine. The next two grands prix [both on the Red Bull Ring] rely on straightline speed, so it is going to be hard work."

Race report, page four

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**MOTORSPORT
NEWS**

FEATURE

PRAGA SEEKS CZECH MATE

How ambitious firm's R1 is
taking on the world p18



FEATURE

WALLER- BARRETT BREAKS HIS IPSWICH JINX

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COMMENT

Photo: Motorsport Images, Ben Lawrence, Laura Platman



Verstappen has now set himself up for the middle part of the Formula 1 fight in 2021

NOW THE FIGHT REALLY HOTS UP

There was something perhaps more impressive in Max Verstappen's win in the French Grand Prix than his other two victories in the 2021 campaign so far. The Red Bull driver went toe-to-toe with rival Lewis Hamilton and came out on top, this time on pure pace.

There was no rain to factor in, and no lacklustre performance from either Mercedes or Red Bull. This was two teams performing at their optimum and it was Red Bull that laid down the marker. This is not a position Mercedes has been in for way more than five years.

The pace of the Red Bull at Paul Ricard was strong and even the reigning World champion Hamilton pointed to the fact that he thought the rival team had stolen a march on the boys from Brackley.

Where this season is going to be fascinating is to see how Mercedes – and indeed Hamilton – reacts now. There is clearly work that needs to go on back at base to extract more pace from the three-pointed star's W12 chassis. It undoubtedly has the brainpower, but how quickly can it react and how far ahead could Verstappen and Red Bull stretch in the meantime? There is plenty of life left in this season's title battle.

In this issue, the incumbent of our question-and-answer session is national racing hero Martin Short, a man who was late to the motorsport party but ultimately achieved the dream of many of his contemporaries. His epic efforts at Le Mans will live long in the memory of anyone who witnessed them, and they have given him a lifetime of tales to tell. He responds to the readers' questions on page 14, as told to deputy editor Graham Keillor.

Keillor also uncovers the story of Czech sportscar manufacturer Praga, a firm that has lofty ambitions and has set out its stall with a busy programme for the remainder of 2021. Find out all about the plans on page 18.

Paul Lawrence speaks to Michael Lyons on page 24. Lyons has done something that even the likes of Niki Lauda and Juan Manuel Fangio never managed: he won three Formula 1 races around the streets of Monaco. And, what's more, he did it all on one day. He tells us the story of a memorable weekend at the Grand Prix de Monaco Historique last month.

Also in this issue, we have all the very latest from the racing, short oval and rallying scene, with comprehensive report coverage. Enjoy.

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MOTORSPORT NEWS

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Red Bull lays down a marker for Merc

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How Michael Lyons hit the jackpot in Monaco

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FORMULA 1 REPORT: FRANCE

Photos: Motorsport Images



A late-race pass gave Max the win in France



Verstappen has extended his lead in the World championship

RED BULL'S MASTERSTROKE MAKES LEWIS'S LIFE TOUGH

Max goes on the attack to usurp Hamilton. By **James Roberts**



Highly frustrated Bottas turned the air blue



Hamilton led early stages after Verstappen ran wide at turn one

F1 RESULTS

FRENCH GRAND PRIX
Laps: 53 Track: Paul Ricard

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull-Honda	1h27m25.770s
2	Lewis Hamilton	Mercedes	+2.904s
3	Sergio Perez	Red Bull-Honda	+8.811s
4	Valtteri Bottas	Mercedes	+14.618s
5	Lando Norris	McLaren-Mercedes	+1m04.032s
6	Daniel Ricciardo	McLaren-Mercedes	+1m15.857s
7	Pierre Gasly	AlphaTauri-Honda	+1m16.596s
8	Fernando Alonso	Alpine-Renault	+1m17.695s
9	Sebastian Vettel	Aston Martin-Mercedes	+1m19.666s
10	Lance Stroll	Aston Martin-Mercedes	+1m31.946s

11 Carlos Sainz (Ferrari) +69.337s; 12 George Russell (Williams-Mercedes) -1 lap; 13 Yuki Tsunoda (AlphaTauri-Honda) -1 lap; 14 Esteban Ocon (Alpine-Renault) -1 lap; 15 Antonio Giovinazzi (Alfa Romeo-Ferrari) -1 lap; 16 Charles Leclerc (Ferrari) -1 lap; 17 Kimi Raikkonen (Alfa Romeo-Ferrari) -1 lap; 18 Nicholas Latifi (Williams-Mercedes) -1 lap; 19 Mick Schumacher (Haas-Ferrari) -1 lap; 20 Nikita Mazepin (Haas-Ferrari) -1 lap. **Championship standings:** 1 Verstappen 131; 2 Hamilton 119; 3 Sergio Perez 84; 4 Lando Norris 76; 5 Valtteri Bottas 59; 6 Charles Leclerc 52. **Constructors:** 1 Red Bull 215; 2 Mercedes 178; 3 McLaren 110; 4 Ferrari 94; 5 AlphaTauri 45; 6 Aston Martin 40.

It was quite simply “pay back” according to Red Bull boss Christian Horner. After Max Verstappen was robbed of victory last time out in Baku, he snatched the lead of the French Grand Prix on the penultimate lap to record his third win of the season.

It had been a thrilling chase in the closing stages. Verstappen was faster on fresher tyres after gambling on a two-stop strategy, closing on arch rival Lewis Hamilton who had made just one stop and was nursing his much older rubber out front.

The decision to pit Verstappen was justified when he outbraked his World championship opponent – to the cheer of the crowd – into the chicane on the Mistral straight on lap 52 of 53. On the team radio, Verstappen’s engineer Gianpiero Lambiase was thrilled Red Bull’s tactical masterstroke outfoxed Mercedes to set-up such an exciting climax to the race. “It’s sweet being the hunter,” he said to the Dutchman, who extended his lead over Hamilton to 12 points in the championship battle.

After securing pole position on Saturday, Verstappen’s race appeared to come undone in the first few hundred metres after the start. While he led Hamilton into Turn 1, he was caught out by a gust of wind and ran wide, conceding the lead to his Mercedes opponent.

While Hamilton built up a small margin in the first stint, the conditions at the south of France circuit were cooler and gustier than the day before. Plus, a mid-morning

shower soaked the plateau high above Marseille and washed the abrasive Paul Ricard circuit clean of rubber, which led to a much higher degree of tyre degradation than was expected.

One of the consequences of the greater wear rate was the undercut – the strategy of pitting earlier to have an advantage on fresher tyres – had a much bigger effect than usual. Verstappen was 2.7 seconds behind Hamilton and pitted from second place on lap 18. When the race leader stopped a lap later, the Mercedes returned to the race track to discover Verstappen had just edged ahead.

In the middle stint of the grand prix the top three runners: Verstappen, Hamilton and Valtteri Bottas – with the second Red Bull of Sergio Perez a little further behind in fourth – ran in close formation at an intense pace, and it wasn’t clear who was favourite for the win. None of the top three were convinced their tyres would hold on for another 20-plus laps. Ultimately the Mercedes runners were forced to preserve theirs, but Red Bull took the gamble and gave up the lead in return for fresher Pirellis.

On lap 32 they pulled the trigger and Max took to the pitlane once more. With the undercut so powerful, Hamilton couldn’t respond by pitting again, so his only chance of victory was to stay on track and nurse his tyres to the flag.

In the second Mercedes, Bottas was increasingly frustrated with the situation and again didn’t fare as well as his team-mate in managing wear.

Uncharacteristically he vented his anger over the team radio. “My tyres are f***ing finished,” said the normally ice-cool Finn. “Why the f***k does no one listen to me when I say it’s going to be a two-stopper. F***ing hell.”

Bottas was classified fourth after he was passed by Perez five laps from the end of the race. “I love it that he speaks his mind now,” said Mercedes team boss Toto Wolff when quizzed about Bottas’ fiery language. “We still believed the one-stop was the better strategy but we stretched the tyres too much all the way to the end.”

Hamilton said in hindsight a two-stop was preferable but conceded Verstappen would still have been victorious. “The only reason we had the lead was because he made a mistake at the beginning,” said the seven-time champion. “I managed to stay ahead, but we were quite slow in a straight line and their pace was very strong.”

Behind the Red Bulls and Mercedes, Lando Norris drove another strong race to finish best of the rest in fifth ahead of his McLaren team-mate Dan Ricciardo. Norris qualified eighth and lost out in the opening laps to Ricciardo. But a longer stint on his first set of tyres meant he was quicker than his rivals on newer rubber in the final stages.

This coming weekend there is the first of two races at Red Bull’s home circuit in Austria, a venue they have traditionally performed strongly at. Time for Mercedes to do the hunting...

Wolff coy on Russell’s increasing chances of joining Mercedes

George Russell’s chances of driving for Mercedes in the future improved when one of his closest rivals for the seat committed his long-term future to another team. It was confirmed last week that Frenchman Esteban Ocon, who has close links to Mercedes, will stay at Alpine until 2024.

Mercedes boss Toto Wolff is a big fan of Ocon, but this agreement narrows his options for 2022.

Both Lewis Hamilton and Valtteri Bottas are out of contract at the end of this year and Wolff says he is evaluating whether Mercedes junior driver Russell could step up.

Speaking about the possibility of Russell replacing Bottas next year, Wolff was non-committal: “I want to see Valtteri’s full potential this year and continue to observe George in driving for Williams and his handling of their situation.”

Russell took Williams’ his best finish this season with 12th place in the French GP.

Leclerc and Sainz hit rock bottom with Ferrari at Paul Ricard

Ferrari’s Charles Leclerc described the French GP as one of his “most difficult races” in his career so far.

After two pole positions in the previous two races, Leclerc qualified seventh at Paul Ricard last weekend then slipped to a 16th place finish.

His team-mate Carlos Sainz started

fifth and was also hindered, with excessive tyre wear causing him to finish outside the points.

“We are struggling massively,” said Leclerc. “It was a very bad race for us that we need to understand.”

The Ferrari is able to extract tyre performance over one lap and has been

strong in qualifying, but suffers from overheating tyres over a race distance.

“It’s clear we have a limitation with the way we operate the tyres,” said Sainz. “In qualifying we are 0.3 seconds quicker than McLaren and 2s slower at the end of this race. We need to analyse the problem and improve throughout the season.”



A longer opening stint helped Norris to climb through the pack

RACING NEWS

SILVERSTONE EXPECTS TO WELCOME FANS FOR THE BRITISH GRAND PRIX IN MID-JULY

Talks ongoing about the number of spectators who can attend the showpiece

Photos: Jakob Ebrey, Motorsport Images



F1 grid is set to line up in the UK on July 19



Lewis will be able to please the fans

By Matt James

Bosses of Silverstone have said that they expect a sizeable crowd at the British Grand Prix on July 18, one day before the nationwide lockdown restrictions are due to be lifted.

The government announced last week the end of restrictions in the UK had been pushed back by four weeks which put public attendance at the event under a cloud. However, the track chiefs say they are in talks with Whitehall and expect to see fans through the gate. The event could be run as a research event – such as the Euro 2020 football competition – which allows a certain number of fans to attend.

While it is not expected that the grand prix would be a sell-out with the extra restrictions that will be in place to monitor Covid, discussions are ongoing and the larger footprint of Silverstone as a venue means that it is likely to be able to accommodate a higher number of fans than a football match.

A statement from Silverstone said it “remained confident fans will be back for the 2021 Formula 1 British Grand Prix”.

It added: “Our ongoing discussions with the Department for Digital, Culture, Media and Sport, as well as Public Health England, are positive. We will communicate the full details with you [the fans] once we have them.”



Di Grassi got back to top

WEHRLEIN'S WOE IS A JOY FOR AUDI IN FORMULA E

Porsche was denied its maiden Formula E victory when Pascal Wehrlein was kicked out of the opening race in Mexico last weekend for running non-declared tyres, which handed Audi a 1-2 finish.

Wehrlein had led from pole position in the opener in Puebla and opened up a gap of nearly four seconds ahead of the chasing Audi duo Lucas di Grassi and Rene Rast before his penalty. The Team Abt pair were clear of Edoardo Mortara, who rounded out the podium.

Porsche Formula E team boss Amiel Lindesay said he was frustrated at losing the victory and the squad has appealed. Lindesay said: “A small administration’s glitch in our team, a mistake by us, cost us the disqualification.”

“It’s a technical infringement. There’s no bad doing involved. The rules are the rules but it’s rather harsh.”

The second race was claimed by Mortara, who moved to the head of the points as a result. The Venturi driver held off Wehrlein throughout, then the ex-F1 man got demoted to fourth by a 5s penalty for a fanboost infraction.

LUCKY WIN PROMOTES PALOU TO INDYCAR POINTS SUMMIT

Chip Ganassi Racing driver Alex Palou moved to the top of the IndyCar standings with his second victory of the season at Road America on Sunday.

The Spaniard was following long-time leader Josef Newgarden when the Penske driver suffered a gearbox problem. He was unable to find sixth gear at a restart and that gave his rival the advantage.

The race winner’s points rival Pat O’Ward could only finish in ninth place and Palou now has a 28-point advantage at the head of the points table.

Palou said: “A win is a win, and it always feels awesome even if it’s your lucky day or just because you have really good pace. We started struggling compared to Josef, so he was super-fast. He was flying.”

“But by the end I was able to be there with him, so I think we had the faster car.”

Andretti driver Colton Herta was second from Will Power.

● F1 refugee Kevin Magnussen made his IndyCar debut for the Arrow McLaren SP squad. He was ruled out after 33 laps.



Palou inherited the win

Lawson made history for Ferrari in the DTM in Italy



FERRARI AND AUDI KICK OFF DTM'S NEW CHAPTER

Ferrari and Audi shared the spoils as the new-look DTM got underway at Monza last weekend with GT3-based machines taking centre stage.

Red Bull driver Liam Lawson took the spoils in the opener and set two benchmarks: he was the category’s youngest-ever winner and Ferrari became the first non-German firm to

claim a DTM win since 1996.

From seventh on the grid, Lawson clambered his way up the order and finished clear of poleman Vincent Abril’s Mercedes and the similar machine of Maxi Gotz. Red Bull’s former grand prix driver Alex Albon was fourth.

In the second race of the weekend at the Italian track, South African Kelvin van der

Linde led home Nico Muller for an Audi 1-2. He profited by those battling ahead to sneak up to the lead group early on and secured an advantage he wouldn’t lose.

Race one winner Lawson – who was carrying a 55kg success penalty – had dropped to the back after a clash and finished 14th. Albon was seventh in the race.

SPECTATOR RESTRICTIONS REMAIN IN ENGLAND AFTER FOUR-WEEK DELAY

Restrictions on spectators at motorsport events in England will remain in place until at least mid July following the Prime Minister’s announcement that lockdown’s end is delayed by four weeks.

June 21 had been identified as the date that remaining Covid restrictions could be lifted, but Boris Johnson confirmed last week this is pushed back to at least July 19.

Following this move MotorSport Vision, which operates Brands Hatch, Donington Park, Oulton Park, Cadwell Park and Snetterton, confirmed its range of activities will continue as per current arrangements, with limited attendances and social distancing.

MSV also has temporarily taken its Brands June 26-27 British Touring Car Championship event off sale, stating that the Sunday will be sold out and affected customers have been emailed.

Ben Taylor, group CEO of the British Automobile Racing Club that operates Thruxton, Croft plus Pembrey in Wales, told MN: “We’re fortunate that we haven’t got any big major spectator events in the next month. It’s disappointing, we’ve had to cancel hospitality around the truck meeting, but it’s not the end of the world at this stage. If we don’t get the next one [July lockdown end] that really would start to cause a big problem.”



British tracks will be hanging on until restrictions are lifted

RACING NEWS



Kodric and 2 Seas finished fourth in last year's blue-riband race



The 2 Seas Mercedes will make its bow

2 SEAS RETURNS ON 31-CAR SILVERSTONE 500 ENTRY

The 2020 frontrunner team will at British GT's showpiece have its first race after its switch from McLaren to Mercedes machinery for 2021

By Graham Keillor

The 2 Seas Motorsport team will make its Mercedes debut this weekend in a 31-car entry for British GT's Silverstone 500 with GT3 frontrunner Martin Kodric and championship returnee Hunter Abbott.

The Bahraini-British team completed its debut 2020 season with McLaren 720S GT3 machinery, and finished

third in British GT's teams' standings having amid Covid's disruption diverted from a planned GT World Challenge Europe campaign.

The squad has switched to the Mercedes-AMG GT3 for 2021, though has not confirmed its racing plans outside of this Silverstone appearance.

The team returns to Silverstone's three-hour showpiece after taking a double top-five finish in its last year, when it was held as the season-closer.

In that race Kodric, making his British GT debut, joined 2 Seas as a one-off and finished fourth. The 2018 Blancpain GT Asia champion then helped the team to outright victory at the Gulf 12 Hours.

Kodric will be joined at Silverstone by ex-British Touring Car Championship racer Hunter Abbott, who returns to the British GT championship for the first time since 2016 when he finished fifth

at Spa-Francorchamps in Belgium.

The 31 cars entered for Silverstone is up from 26 taking part in Brands Hatch's curtain-raiser last month and contains 18 GT3 entries. There was set to be 32 entries at Silverstone but an Inception Racing McLaren GT3 for Nick Moss and Joe Osborne will not feature as Moss sustained two fractured vertebrae in an International GT Open crash at Spa last weekend in the early laps of Saturday's race.



KEEN LEADS RAM PORTIMAO 24 HOURS ALL-STAR LINE-UP

RAM Racing will field an all-star line-up in next month's 24 Hours of Portimao including British GT title-contending duo Phil Keen and Jon Minshaw plus reigning Pro-Am champion Ian Loggie.

The team will race a Mercedes-AMG in the GT4 category of the July 17-18 24 Hour Series event in Portugal, and the stellar driving quartet will be completed by prolific classic car collector and historic racer Katarina Kyvalova. The race will be RAM's first-ever entry into the GT4 division.

Kyvalova has competed at the Monaco Historique and Goodwood Revival and regularly campaigns a Cooper-Jaguar T33 and a pre-war

4.5-litre Bentley as well as modern GT machinery.

RAM team principal Dan Shufflebottom said: "I don't think we could wish for a better driver line-up for our debut in the class. We've been talking to Katarina for a while and it's been a pleasure working on the Mercedes-AMG GT4, so we're now all excited to be able to push the car's limits together in Portimao."

"It will be great having both Jon and Phil with us instead of racing against us for once, and Ian is well known to the entire team already. Together I think they'll make a super crew and we'll definitely be ones to watch in the GT4 class."

BROWNING PROMISES ADAC F4 TITLE CHARGE AFTER DEBUT WIN

Reigning British Formula 4 champion Luke Browning has promised more to come after his victorious ADAC F4 debut at the Red Bull Ring with US Racing earlier this month.

Browning won the reversed-grid third race of the meeting, battling from eighth place after early contact, as well as took seventh and fifth on an eventful weekend. He sits five points off fellow Briton Ollie Bearman at the table top.

"New track for me, that's been the main learning curve and the main reason why I wanted to take the step out of the UK," Browning told MN.

"The weekend didn't go to plan to be perfectly honest. We're looking to

make it a little bit more polished next time, hopefully win from the front.

"[I had] not a whole lot [of time in the car]. [The car's] surprisingly quite a lot different [to British F4's]. It's a pretty perfect step-up for me."

"We wanted to come away at least within reach of the championship after the first round, that's the plan to come and win the championship over here. We've got some very very strong rounds coming up for the team."

Browning will also compete in selected Italian F4 rounds this year. He raced in the Italian season-opener at Paul Ricard last month and bagged a second place.



Rising star Browning had a victorious debut at the Red Bull Ring

WORLD'S FIRST FLYING RACING CAR TAKES FIRST FLIGHT

The world's first flying racing car has taken its first flights ahead of a planned series of remotely piloted races later this year and a full 2022 human-piloted contest.

In the summer of 2019 South Africa-born Australian entrepreneur Matthew Pearson outlined his ambition to create a racing series for electric flying cars, calling it "the future of motorsport". Now flights of a remotely-piloted Alauda Mk3 have taken place in South Australia.

The remotely piloted 'EXA' races, for up to four teams with two pilots each, will take place later this year in as-yet undisclosed international locations, before the 'Airspeeder' human-piloted global race series kicks off in 2022.

The Alauda Mk3 can deliver 320kW, or 429bhp. It weighs 130kg and can lift more than 80kg, meaning it is ready to carry a pilot. It accelerates from 0-62mph in 2.8 seconds and climbs to 500 metres.

"Nothing drives innovation like racing," said Pearson. "The world is ready for advanced air mobility and we are proud to make history by introducing the world's first racing series for flying electric cars."

"Airspeeder and EXA represent the future of motorsport and a compelling and exhilarating showcase of the potential of electric flying cars as this generation's defining mobility revolution."



Alauda: "future of motorsport"



Chandhok: values equality

CHANDHOK TAKES MOTORSPORT UK BOARD POSITION

Karun Chandhok has been appointed to Motorsport UK's board of directors, becoming at age 37 its youngest-ever board member.

The ex-Formula 1 driver and prolific analyst is a member of the governing body's equality, diversity and inclusion committee and sits on its racial diversity sub-committee.

Chandhok said: "I moved to England from India because if you wanted to get to Formula 1, you had to come and race in the UK as it was the capital of world motorsport. To now have the opportunity to work in shaping the future landscape of motorsport in the UK is very exciting."

Motorsport UK chair David Richards added: "His values as a champion for a more equitable future for our sport will be a force for good as we ensure motorsport in the UK celebrates diversity and enables the full involvement of disadvantaged groups."

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RALLY NEWS

M-SPORT PAIR AIM TO EVOKE MEMORIES OF COLIN MCRAE ON SAFARI CHALLENGE

Ford duo prepared for toughest test of their careers on the reborn African event

Photos: mcklein-imagedatabase.com, M-Sport



McRae won Safari for M-Sport in a Ford Focus in 1999

By Graham Lister

M-Sport drivers Adrien Fourmaux and Gus Greensmith will take inspiration from Colin McRae when they start the Safari Rally for the first time today (Thursday).

Frenchman Fourmaux, 26, and Briton Greensmith, 24, are M-Sport's lone representatives in Kenya after the British squad pulled its planned WRC2 entry for Teemu Suninen.

M-Sport ran the factory Ford

Focus McRae and co-driver Nicky Grist drove to victory in Kenya in 2002 and the Cumbria firm was also behind McRae and Grist's Safari triumph in 1999, the first for the Focus WRC.

"I was five when Colin McRae won the Safari for M-Sport and didn't know what rallying was," said Manchester-based Greensmith. "But it's a cool thing he did and we've got the Safari Focus in the main hall at M-Sport so every time I'm at M-Sport I pass the car. Clearly, it's a very fond memory for

Malcolm [Wilson] and the team and it would be great to get another good result.

"I've asked Malcolm plenty of questions about the Safari, but it was so different back then with open roads and very long stages. It's a very different challenge now and kind of new for the people who have done it before.

"It's definitely a trip into the unknown for me – I've never even been to Africa – but I've been watching the organiser videos for quite a while. Usually, I watch them religiously but because the

roads are so undefined it's been a different preparation. But I'm sure we'll find more definition when we get there."

McRae's ability to switch between caution and all-out speed – backed up by Grist's expert guidance – was a big part of the late Scot's Safari success and it's an approach not lost on Greensmith.

"I have shown I can drive to the conditions when I need to, like when I won WRC2 on Monte Carlo and in Turkey," said Greensmith. "We've

certainly made some very good steps forward since Croatia. Chris [Patterson] is back in the car and it will be helpful to have his knowledge."

Fourmaux, who starts his third WRC event at World Rally Car level, said: "It's really nice to know the last driver to win the Safari in the WRC was Colin McRae in the M-Sport Focus.

"It will be really difficult to do exactly the same result although you never know because a lot of things can happen. But I stay quite humble."

ROVANPERA TO LEARN LESSONS FROM HIS FATHER

Although none of the current WRC drivers have Safari Rally experience, Kalle Rovanpera comes closest – despite being three months short of his second birthday when the event last appeared in the World championship.

Rovanpera's father, Harri, finished second to Colin McRae on the 2002 Safari Rally, and has spent time with his son recalling his experiences of competing in Kenya.

"It's a new event for everybody and at the same time it's also a really classic event

from the past," said the factory Toyota driver, 20. "The WRC was last there in the early 2000s when my father was competing, and I've seen all the old videos from then and he has been telling a lot of stories. Rallying is quite different now, so it's going to be interesting to see how we will do those stages with the cars that we have these days. We know that it's not exactly the same concept – we won't drive such long stages, for instance – but it will still be nice to see if the conditions will be just as rough and as tricky in

some places. Everything is going to be different but I'm excited for it."

Rovanpera's Welsh teammate Elfyn Evans, currently 11 points behind their fellow Toyota driver Sebastien Ogier in the WRC title table, said: "It's not going to be the smoothest event on the calendar, and it could be a big test for the car and maybe for the crew as well. From what we've seen it's quite an open landscape, so reading the road could be quite difficult, but it's very hard to judge what the biggest challenges will be."



Rovanpera has been swotting up with old videos

TECHNICAL PROBLEMS MEAN BREEN DOESN'T MAKE THE FINISH ON EUROPEAN RALLY OPENER

Craig Breen was denied a shot at a podium when the European Rally Championship began in Poland last weekend.

Breen ran as high as third in his Team MRF Tyres Hyundai i20 R5 but slipped to seventh when an unspecified technical issue struck on the fourth stage of the gravel event.

Undeterred, Breen had battled back to fifth and was in sight of the finish of leg one's

penultimate stage when he struck a rock hidden on the line, which his Hyundai with broken rear suspension.

Restarting on leg two, Breen was in the top three on all six Sunday stages and took three fastest times, including a first on gravel for Indian tyre manufacturer MRF.

"It's nice to be fast, it's just a shame we're not in the battle," said Breen. "We were able to

fix the car at service and come back. Then the suspension broke and the day ended for us."

Breen and co-driver Paul Nagle were classified 50th.

Meanwhile, Callum Devine and James Fulton finished 14th after a gearbox issue on leg one. Jon Armstrong and Phil Hall won the ERC Junior category in a Ford Fiesta Rally3. Nabila Tejpar and Matt Edwards crashed out on SS4.



Breen: good pace but was thwarted

SUPPORT SERIES BEREFT FOR KENYAN RETURN

The Safari Rally entry features just one regular support category driver after M-Sport pulled Teemu Suninen's WRC2 event registration.

Toksport has also cancelled plans to run Andreas Mikkelsen and Marco Bulacia due to a lack of available Skoda Fabias following a spate of recent crashes.

It means only Czech privateer Martin Prokop will compete in WRC2 with WRC3 missing all its season regulars.

Suninen's absence in Kenya is due to M-Sport scaling back its onsite personnel due to the mandatory hotel quarantine its UK-based staff must observe on their return from Kenya, which remains on Britain's red list of countries for overseas travel.

Meanwhile, Oliver Solberg and Aaron Johnston are late additions to the World Rally Car entry in place of Pierre-Louis Loubet and Florian Haut-Labourdette in a semi-works Hyundai i20 Coupe WRC.

NEUVILLE DESPERATE TO MAKE HISTORY THIS WEEKEND

Thierry Neuville has called on Bruno Thiry for advice ahead of his Safari Rally debut.

Belgian legend Thiry is part of Neuville's gravel crew in the WRC and has two Safari starts to his name.

"I have heard many stories from Bruno," said factory Hyundai driver Neuville. "He predicted a great experience and a great adventure ahead of us."

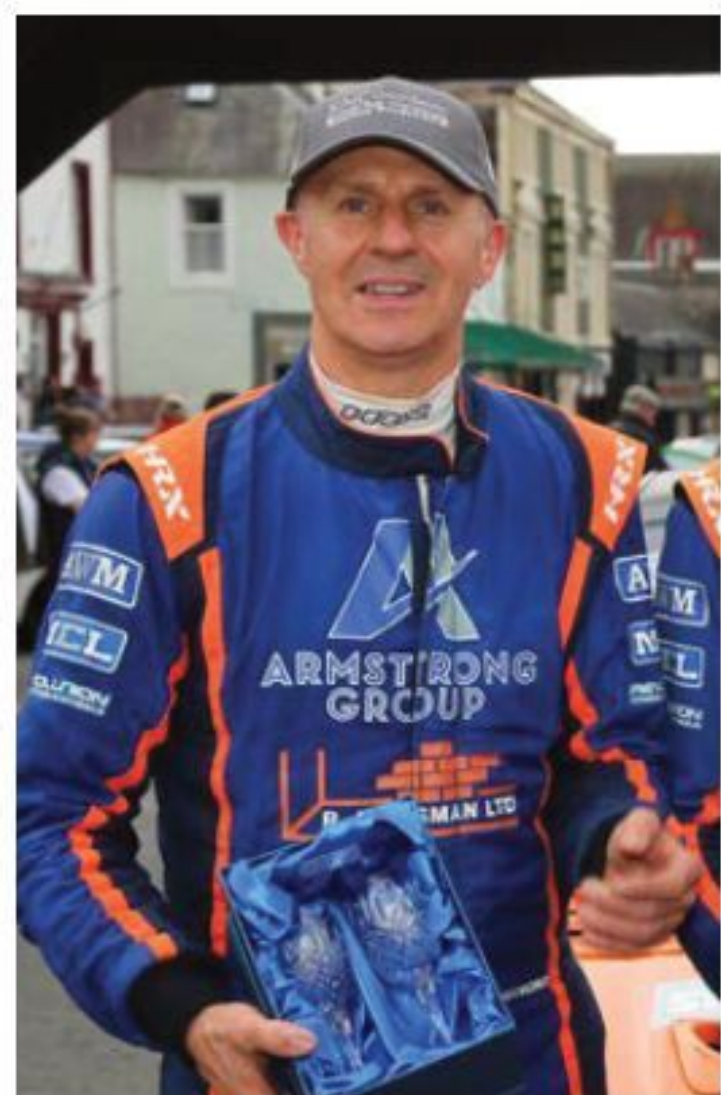
Neuville is third in the World championship standings, 29 points behind leader Ogier but winless so far in 2021.

"Everybody wants to have their name on the list of winners, especially as this rally has not been in the championship for many years. It's definitely what we are trying to go for, especially as well with the championship being so tight."

RALLY NEWS

ARMSTRONG CONSIDERING RALLY2 FIESTA FOR FULL SCOTTISH SEASON

Title winner to consider car switch after opening Argyll round this weekend



Armstrong eyes a change

By Luke Barry

Two-time Scottish Rally champion Jock Armstrong will drive a Ford Fiesta Rally2 on this weekend's SRC opener – the Argyll Rally – and is considering making that a permanent switch.

Armstrong has battled Rally2-specification cars for years in his older Subaru Impreza but will now join the brigade for Argyll that becomes a closed-road event for the first time in 2021.

He said: "I phoned Dom Buckley up and Dom went 'come and have a shot in it!' So we went



Photos: Eddie Kelly, M-Sport, Jakob Ebrey

Armstrong will sample a new M-Sport Rally2

to a back road [and] did like 20km in it," Armstrong told MN. "The steering wheel's on the wrong side. Don't get me wrong that could be a disaster for me, [I've] not done left-hand drive for 20 years but we got on fine, and the car's an absolute weapon. There's nothing set in stone yet but we've asked him for a price for five rallies. I've asked what he can do and how we can work it out."

The Argyll Rally (June 25-26) has attracted a star-studded entry list. Alongside SRC regulars Armstrong, David Bogie, Michael Binnie, John Wink, Freddie Milne and Garry Pearson are asphalt aces

Garry Jennings, Hugh Hunter, Daniel Harper and Meirion Evans who leads the 120-strong entry for the first closed-road rally in the UK since 2019. John MacCrone also makes his return to four-wheel drive in a Skoda Fabia R5.

Pearson is expecting a tough battle: "I'm under no illusions, I've never done a four-wheel-drive Tarmac rally," he told MN. "I'm not expecting to go and win the rally, it'll just be a case of going out and enjoying it to be honest with you."

SRC title rival Armstrong's confidence is higher. He said: "Because it's a brand-new rally,

TOP 10 SEEDING ENTRY LIST

Argyll Rally

SEED	DRIVER/CO-DRIVER	CAR
1	Meirion Evans/Jonathan Jackson	Volkswagen Polo GTI R5
2	Hugh Hunter/Paul Beaton	Ford Focus WRC05
3	John MacCrone/Stuart Loudon	Skoda Fabia R5
4	Melvyn Evans/Mark Glennerster	Skoda Fabia R5
5	Garry Jennings/Rory Kennedy	Ford Fiesta R5
6	Daniel Harper/Chris Campbell	Mini JCW WRC
7	David Bogie/John Rowan	Ford Escort Mk2
8	Freddie Milne/Patrick Walsh	Ford Fiesta R5
9	Jock Armstrong/Cameron Fair	Ford Fiesta Rally2
10	Garry Pearson/Jack Morton	Ford Fiesta Rally2

it's difficult to comprehend what you're going to do. But I'm definitely going for a win, quite right. Why wouldn't I? I'm not

going to spend all this money and not try and say I'm going to try and win it. It'll end in tears, or it'll be great. We'll see how we go."

WILLIAMS CLOSING IN ON BRC CAMPAIGN

James Williams is working hard to ensure he appears on at least some British Rally Championship rounds in an R5 car this season.

Williams, whose only R5 start was on last year's Cambrian Rally before the coronavirus lockdown, has a reserve entry for next month's Nicky Grist Stages but is working on a deal that should mean he starts the Builth Wells event.

"The plan is to do BRC in the top class on at least selected events," Williams told MN. "And hopefully as we get to the middle part of the season we can do Ypres, the WRC event. That's a big goal for this year."

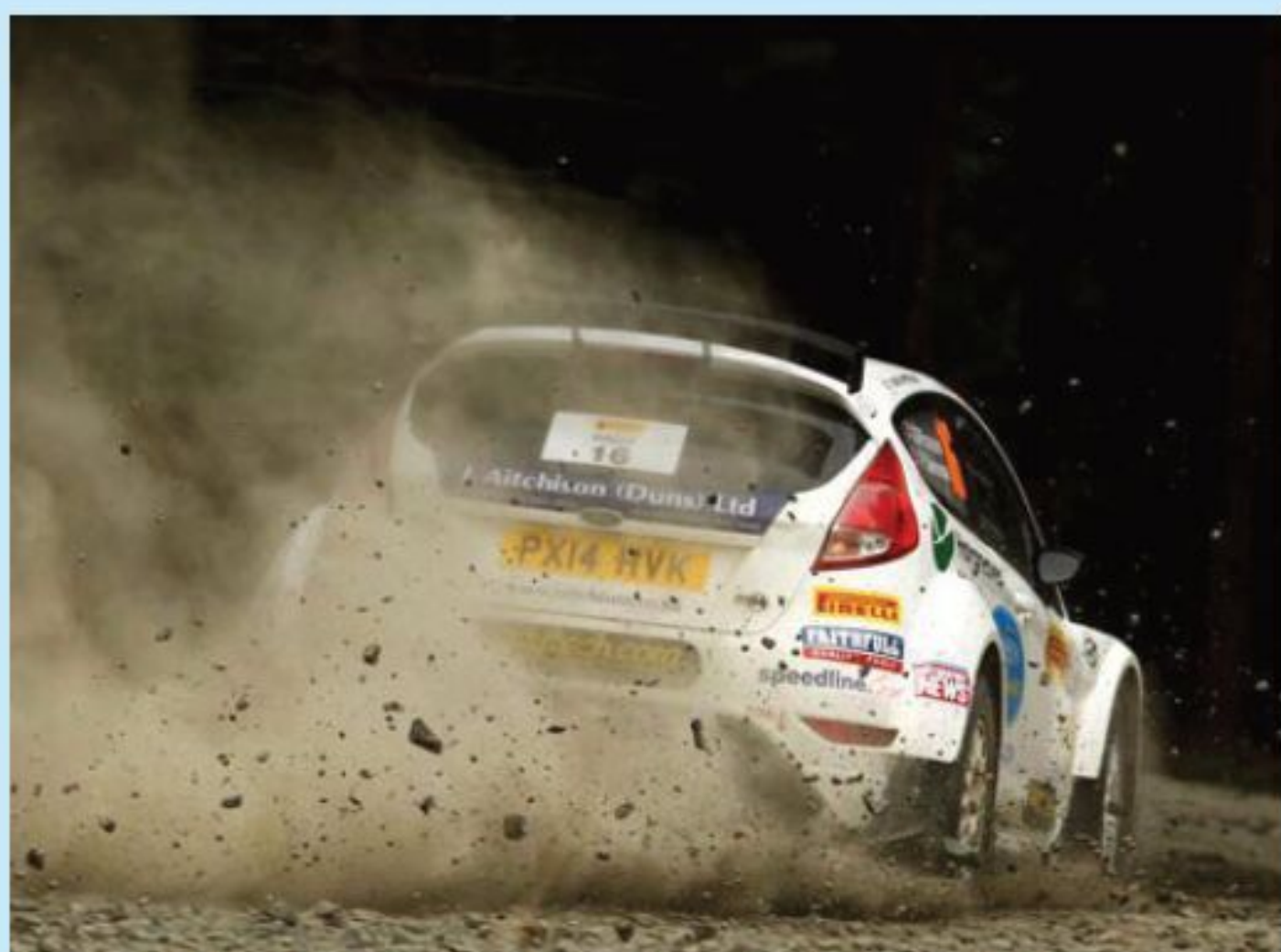
Ypres would rule Williams out of the Grampian Forest Rally, but he's eager to enter as many other BRC events as possible as he views it as the place to be to prove his worth. "A lot of people give BRC criticism but this year it'll be more competitive than in recent years," he said.

"The last four, five years of BRC has been tough in the top five but then it's really dropped off so it's just more of an all-round package with more drivers involved."

"After 15 months out of action, it will take a little bit of time to get back to where I need to be but, I'm hoping I'll be able to continue showing my ability."



Williams looks to BRC



Pearson has a busy plan to begin the 2021 campaign

PEARSON ENTERS SRC, BTRDA AND BRC NATIONAL

Garry Pearson is planning an initial three-pronged championship attack in 2021, entering the Scottish Rally Championship, BTRDA and British Rally Championship National series.

Scotsman Pearson thought his campaign would begin with the Nicky Grist Stages on July 10 but got a last-minute entry into this weekend's Argyll Rally. He will drive a Ford Fiesta Rally2 for the first time in competition and will be partnered by Jack Morton in Argyll and by Niall Burns for the rest of the season.

Pearson said: "We were quite

keen to do the SRC and that probably still remains, now I've got an entry, one of the big focuses but I've entered the BTRDA, and I will be doing the Nicky Grist, and I've also entered for the BRC National.

"The Nicky Grist counted for both [BTRDA and BRC] and I fancy doing that. I'm going to do the Grampian anyway; I'm going to do the Scottish anyway. They're also rounds of SRC and one's BTRDA and one's BRC, so I'll just see at that point what those championships are looking like and where I want to go. I've effectively entered three

championships, but I might only finish one."

While Pearson has entered his next three rallies in a hired Fiesta Rally2, he said the Mitsubishi Lancer Evo he bought last year to test and gain seat-time could be wheeled out for competition later in the year.

"The main purpose of the Evo was to get seat time, but it's also to be able to do some events that I just can't afford to do in the R5," he said. "The Evo will definitely come out, and there might be some events where it's better suited like the Grampian with the high-speed stages."

PRESTON SWAPS FIESTA WRC FOR RALLY2

British Rally Championship National leader Thomas Preston has sold his Ford Fiesta WRC in favour of a Fiesta Rally2 but will enter the next BRC round in the older Fiesta R5.

That's because his brand-new Rally2 from M-Sport won't be ready in time for the Nicky Grist Stages or the M-Sport Stages a week before (July 3-4), so M-Sport will lend Preston an R5 to use on those two events before the Rally2 build is completed.

Explaining his decision to

switch from the WRC to Rally2, Preston – who drove a Skoda Fabia R5 from 2016-19 – told MN: "I just think at some point I was going to end up going back to one. The World car has just been rebuilt and rather than take it to the forest, it's probably the perfect time for selling it really."

"I had a test in Greystoke, about half a day [of running], two months ago with M-Sport," Preston said of the new Rally2. "It felt really good, and I think now's the right time to jump into it. The Fiesta's had really good

reports, so it just felt like a bit of a no-brainer. It's a shame it's not going to be ready for the next rally but it is what it is, and I'm lucky enough to be able to use [the R5] for a couple of events."

Preston is unsure how many BRC National rounds he'll be able to do however: "It all depends on what happens with school holidays, if we can't do more [of them] then I'll do more [rallies]," he said. "We've had a good start, so we might as well continue and see how we do."



Preston is looking forward to a swap to a Rally2 Fiesta

MONDELLO IRISH RALLYSPRINT EVENT POSTPONED

Organisers of the Rallysprint Championship in Ireland had to postpone last weekend's opening round just days before it was due to go ahead.

The decision was made after an insufficient number of entries were received for the gated event, which was due to be staged at Mondello Park.

Roddy Greene, Mondello Park managing director, said: "If we don't get the numbers, it is just not viable to run the event. If there is an appetite for the round to be rescheduled, we would be happy to do that."

Greene's disappointment is magnified by the fact Robert Barrable and Craig Breen's father, Ray, intended on taking part last year. However, the series failed to get off the ground due to Covid restrictions which were imposed by the Irish government.

Those promoting the 2021 championship have turned their attention to the next round, which is scheduled for August 8.

RALLY NEWS



A trick Hot Rod rear wing

WALLER-BARRETT WINS WITH NEW HOT ROD DRS DEVICE

Carl Waller-Barrett, the winner of the Angie Rowe Trophy National Hot Rod trophy at Ipswich, has fitted a drag reduction system to his Vauxhall Tigra.

Waller-Barrett, a two-time European champion, came up with the device during the lockdown period and has raced with it a couple of times before it helped him to a big win at Foxhall Heath on Saturday. He managed to claim the victory, and the £1000 cash prize that goes with it, despite the fact the rear wing failed in the latter stages of the final.

Waller-Barrett explained: "I was watching Formula 1 one afternoon last year, and it got me thinking. They've recently opened up the regulations on Hot Rod rear wings, and it was something we could do legally. I am not sure how effective it is, but it is something different and it gets people talking."

The system works with springs on the rear wing flap, and the air pressure on the straights causes the wing to separate and then it shuts as the speed is reduced into each corner.

Waller-Barrett said he hopes his victory on Saturday night has laid to rest a jinx he had at the Suffolk circuit. "I've never gone well at Foxhall and I was really surprised to win that one. Hopefully, this will turn around my fortunes in Ipswich."

● *Angie Rowe Thunder 500 report, page 23*

HENRY SCALES BACK BRC COMMITMENT

Northern Ireland title will be the goal as he aims to stay closer to home

Photos: Jakob Ebrey, mkpics.net, Andros Trophy, Ben Lawrence



Henry was fifth at Oulton Park

By Jason Craig

Desi Henry has said that he will make the Northern Ireland Rally Championship his priority this season instead of the British Rally Championship.

Henry tackled Saturday's Bishopscourt Stages but retired from the event. He now intends to start each of the remaining four rounds.

The Hyundai driver said that a heavy workload and personal matters were the reason for his decision. Henry therefore won't feature at next month's Nicky Grist Stages having started round one of the BRC at Oulton Park where he finished fifth overall with Welsh co-driver, Dale Furniss. It is likely that he will start November's Ulster Rally given it's his local round of the British championship.

"Unfortunately, with work commitments, I have decided I'm not going to the Nicky Grist Stages," Henry told MN. "That's one of the joys of a family-run business and work must take priority."

"I would intend to do other selected rounds of the British Rally Championship as it's a competition I love competing in, but unless you put in the preparation pre-event, you just won't be competitive."

"Between work, building my own house and another baby due later in the year I've plenty on my plate and I can't do the BRC, so to keep things simple I will compete in the Northern Ireland Championship," he added.

"I have never really fully committed to it before, but this year is probably a year to do things a little bit different and I will give it a go."

HOT ROD BOSSES LOOKING FOR NEW WORLD FINAL SLOT

Organisers of National Hot Rods' showpiece event, the Spedweekend, have yet to secure a new date for the World Final meeting after the original slot at Ipswich in July has been scrapped.

The meeting was originally scheduled for its traditional date of July 4-5 but this has been postponed due to the ongoing limits on crowds. A points-paying National Hot Rod meeting has been scheduled for July 4 at the Foxhall Heath

venue instead, while series bosses try to find a new date for the World Final.

Spedworth's Deane Wood said: "It was a shame that we had to postpone it, but it will definitely run before the end of this season. It is going to be tricky to slot it into the calendar that we already have and to avoid some of the other bigger events and World Finals that other tracks are hosting. We are looking at all possibilities at the moment. We could run it as a one-day-only

event or we might be forced to move it away from its traditional home at Ipswich. All options are on the table at the moment, but it will definitely run in 2021 at some stage."

The extra meeting that has been slotted into the schedule on July 4 will add to the roster of events for drivers aiming to qualify for the World Final.

The Angie Rowe Thunder 500, which ran on Saturday, was also a points-paying race for the first time to make up for lost meetings.



The National Hot Rod World Final will be run later in 2021



Young drivers will be able to take to the hills in a Corsa

YOUNG DRIVER SERIES LAUNCHED BY SHELSLEY WALSH

An initiative has been launched to get young drivers into hillclimbing in a cost-effective and safe way using standard 1.2-litre Vauxhall Corsas.

The Shelsley Walsh Young Drivers Championship will start at the Curborough sprint course on Sunday, July 11, when at least nine drivers aged between 17 and 21 will make their competition debut.

To be eligible, drivers must have

a valid road licence but not have previously held a competition licence. The post-2000 model 1.2-litre Corsas have a maximum price of £3000 including the required safety equipment and no modifications are allowed.

The initiative was prompted by a desire make motorsport affordable for youngsters and allow them to compete in a safe environment rather than on the public road. The project has the

backing of the Midland Automobile Club and West Mercia Constabulary.

After the opening round at Curborough, the remaining five rounds will be held at Shelsley Walsh through the late summer. Financial support will reduce the cost of getting started and entering events and the end of season champion will win £500.

A Shelsley Walsh spokesman said: "Most motorsport is

expensive, at virtually every level; consequently, it is difficult for youngsters to get involved in the sport. For some the alternative is to use the highways as race tracks, with risks for both drivers and the public. The aim of the championship is to help youngsters learn motorsport in a safe environment and with on-going mentoring from experienced instructors and competitors."

ANDROS KING DA RACING TARGETS RALLYCROSS SUCCESS

Multiple-Andros Trophy title-winning team DA Racing has revealed plans to return to the World Rallycross Championship full-time next year in time for the top-flight to switch to electric cars.

The squad will continue to campaign its Peugeot 208 WRX

Supercars this season in the European Rallycross Championship with five-time Andros Trophy Champion Jean-Baptiste Dubourg and his younger brother Andrea. The squad will also field the siblings in the German round of World RX at the Nurburgring

on July 31-August 1.

DA Racing last contested a full World RX campaign with former World RX podium-finisher JB Dubourg in 2017 and has enjoyed Renault support for its electric Andros Trophy programme over the last two winters.

"For the future, we [will] work on a World Championship entry for 2022," said JB Dubourg. "The team already has experience of electric technology having won the Andros E-Trophy with the support of Renault last winter, and we strongly believe this is the future for the sport."



Ice man Dubourg is no stranger to competing in rallycross

RALLY REPORTS

BISHOPSCOURT STAGES: BY JASON CRAIG
JUNE 19

GREER ON FINE FORM AS TOP-FLIGHT RALLYING RETURNS TO NORTHERN IRELAND

The restart of the sport at Bishopscourt showdown brought out nearly 100 competitors

Photos: Roy Dempster



Greer flung his Citroen to glory

Jonathan Greer recorded a comfortable win at round one of the Northern Ireland Rally Championship on Saturday, the Carryduff driver leading for all but one stage at Bishopscourt to seal a 33.3-second victory.

The outcome had added significance as this was the competitive debut for his all-new Citroen C3 R5; it was also the first time in 15 months that a stage rally has been held in the province due to Covid restrictions.

Derek McGarrity posted the fastest time on the day's opening test but his heavier – and wider – Ford Focus World Rally Car simply did not have the legs on Greer's smaller and more nimble French supermini.

The turning point came on the second stage as Greer switched an eight-tenths of a second deficit into a 6.8-second lead. The Northern Ireland Rally champion from 2017 went on to dominate the timesheets, recording scratch times on each of the remaining five

tests under the watchful eye of Kirsty Riddick.

The final spot on the podium was effectively settled in Stephen Wright's favour when the front-right tyre on Desi Henry's Hyundai i20 picked up a puncture just three corners into the third 6.6-mile test.

Not only did it "ruin the whole day" for Henry – who is focusing his efforts on the five-round series this season for work and personal reasons – it also leaves him on the backfoot early in the title race.

Third-placed Wright was put under pressure by Phillip Allen and Ian Dickson for much of the day before a stall and a spin on the meeting's penultimate test effectively ended the latter's quest for silverware.

While Allen was less than satisfied with the result, the same couldn't be said for Bishopscourt debutant Aaron McLaughlin; he rounded out the top five places from the Ford Fiesta R5+ of Stuart Biggerstaff.

In the two-wheel-drive race,



McGarrity had no answer

Barry Morris was a clear winner at the controls of his Darrian T90; the difference between him and the Ford Escort Mk2 of Damian Toner at the finish was almost 22 seconds.

Results

Organiser: Ballynahinch and District MC
When: June 19 **Where:** Bishopscourt Circuit, County Down **Championships:** Northern Ireland Rally Championship
Stages: 6 **Starters:** 99
1 Jonathan Greer/Kirsty Riddick (Citroen C3 R5) 39m30.4s; 2 Derek McGarrity/Paddy Robinson (Ford Focus WRC) +33.3s; 3 Stephen Wright/Liam Moynihan (Ford Fiesta R5); 4 Phillip Allen/Ian Dickson (Ford Fiesta R5); 5 Aaron McLaughlin/Darren Curran (Ford Fiesta R5); 6 Stuart Biggerstaff/Chris Nelson (Ford Fiesta R5); 7 Peadar Hurson/Damien Connolly (Ford Fiesta WRC); 8 Niall Henry/Damien Duffin (Ford Fiesta R5); 9 Barry Morris/Dylan Doonan (Darrian T90); 10 Kieron Graffin/Amy Graffin (Ford Fiesta R5). **Class winners:** 1: Drew Wylie/Stephen McAuley (Ford Escort Mk2); 2: Ronnie McConnell/Rachel McConnell (Honda Civic); 3: Stephen Whitford/Derek Crossan (Nissan Micra); 4: Jody McManus/Tony McGovern (Ford Fiesta R2); 5: Sam Adams/Harry Johnston (Ford Escort Mk2); 6: Jason Black/Karl Egan (Toyota Starlet); 7: Morris/Doonan; 8: Fraser Mulholland/Jonny Morrow (Mitsubishi Lancer E9); 9: Dom McNiel/Tommy Speers (Ford Fiesta); 10: Greer/Riddick; 11: Wright/Moynihan.

BRISCA F1: IPSWICH BY COLIN CASSERLEY
JUNE 19

TRAVES IS JUST UNCATCHABLE AT IPSWICH DESPITE LATE CAUTION

Simon Traves, in his first full season of BriSCA F1, chalked up his first final win on Saturday night. He survived a late-race caution to take the victory unchallenged.

Harry Gooding grabbed the early lead with Traves in pursuit. Behind them Lewis Evans, who had won two heat races earlier, began to close in on the leader before a flat left-rear

tyre forced him out of the race.

Traves took the lead around the halfway mark with Liam Gilbank taking up second. Ryan Harrison broke free from a battle with Tom Harris and Frankie Wainman Jr to slice his way towards the front.

With five to go, John Thompson lost a wheel bringing out the yellow flags. On the restart, Traves pulled away from the field. Harrison punted Gilbank wide on

the final circuit and out of the race and Tom Harris moved from sixth to third at the same time.

Traves said: "I could have done with the caution earlier when I got into lapped traffic – not at the end of the race – but I got a good restart."

Runner up Harrison said: "I was too far back on the restart; I needed another yellow flag. I tried to bring one out but could not manage it. It's tough to catch drivers like

Traves from the back. It's frustrating because I know I had the fast car tonight but just couldn't get to the front."

Results

Organiser: Spedeworth/BriSCA F1
When: June 19 **Where:** Foxhall Stadium, Ipswich **Starters:** 38
1 Simon Traves; 2 Ryan Harrison; 3 Tom Harris; 4 Frankie Wainman Junior, Jr; 5 Ant Lee; 6 Bobby Griffin; 7 Casey Englestone; 8 Frankie Wainman Jr; 9 Paul Harrison; 10 Mat Newson.



Photo: Colin Casserley

Traves (47) broke his victory duck at Foxhall Heath circuit

ROAD RALLY ROUND-UP

The Hall Trophy heralded the return of road rallying to Northern England on June 12-13 and it provided a last-minute victory for Peugeot 106 pair Louis Baines/Niall Frost.

Dan Sedgwick/Sam Ambler had been fastest on three of the 80-mile event's five selectives and arrived at the final section with a lead of 35 seconds.

However, a slight navigational error in the maze of lanes leading to the final timed-to-the-minute control, which was located near Crossgill, meant that they just missed their time by a few seconds. This added a minute to their total, while the winners were clean.

Baines/Frost were competing together for the first time and

took a little while to settle into a rhythm, but quickest time on both of the last two selectives put them in contention when it mattered. They came home with a victory margin of 25 seconds, giving the driver his maiden rally win.

At the Finish, John Gornall/Martin Gornall, who had been in fourth overall at the halfway

point, moved up to take third place, and the Semi-Expert Class win by over eight minutes. The Welsh Border Car Club crew of Max Hughes/Zak Hughes were equally emphatic winners in the Novice category.

Top seeds Myles Gleave/Hugh Gleave lost out on a top 10 finish after missing a route check.

Ian Mills

Results

Hall Trophy Rally
Organiser: Clitheroe & District Motor Club **When:** June 12-13 **Where:** Lancashire **Championships:** SD34 **Route:** 80 miles **Starters:** 45
1 Louis Baines/Niall Frost (Peugeot 106) 8m 17s; 2 Dan Sedgwick/Sam Ambler (106 Rallye) +25s; 3 John Gornall/Martin Gornall (Peugeot 206 GTi); 4 Richard Hunter/Gary Evans (Ford Escort); 5 Richard

Hemingway/Sam Collis (Proton Satria); 6 Darren Moon/Richard Crozier (Escort); 7 Tom Spencer/Sam Spencer (Vauxhall Corsa); 8 Phil Turner/Terry Martin (Renault Clio); 9 Mark Standen/David Aincham (Satria); 10 Danny Cowell/Paul Holmberg (Subaru Impreza). **Class winners: Experts:** Turner/Martin; **Semi-Experts:** Gornall/Gornall; **Novices:** Max Hughes/Zak Hughes (Ford Ka Sport).

SPORTING TRIAL: BY DUNCAN STEPHENS
JUNE 13

SALTON STRETCHES HIS ADVANTAGE TO TAKE JACOBAN TRIALS SILVERWARE

In hot conditions Mike Salton led the Jacobean Sporting Trial all day to take his second win of the season with Beth Carroll passengering.

Thomas Bricknell kept Salton on his toes as the long, lush grass challenged all 30 crews Bricknell

finished six points behind Salton and four ahead of Richard Sharp, who finally found some form after a few barren events.

The top three positions remained unchanged all day. Colin Flashman relishes the Long Compton venue and has

starred previously. He finished fourth overall and won the intermediate independent class. He beat fellow MSR driver and multiple British champion John Fack, who had celebrated his 70th birthday a few days before. Round one winner Peter

Fensom finished in sixth by beating Bob Packham on a tie break. Packham slipped back during the final round. His consolation was being best live-axe class runner ahead of twin Jerome Fack. Andy Wilks and George Watson completed the top

10 overall. Sam Beare won the intermediate live-axe class ahead of new Silver Star champion John Firth. Sharp's cousin Matt Sharp won the rookie class.

Results

Jacobean Sporting Trial
Organiser: Midlands Trials Car Club

Where: Long Compton, Oxford **When:** June 13 **Starters:** 30
1 Mike Salton (Hamilton) 21 points
2 Thomas Bricknell (Crossle) 27 points; 3 Richard Sharp (Cartwright); 4 Colin Flashman (MSR); 5 John Fack (MSR); 6 Peter Fensom (Hamilton); 7 Bob Packham (Kincraft); 8 Jerome Fack (MSR); 9 Andy Wilks (Crossle); 10 George Watson (Hamilton).

HISTORICS

DOWN THE WORKSHOP

GINETTA G15

Current owner:
Andrew Russell



This was a shopping car...

He's had it for over 40 years

"I got it in 1980 and I think I paid £800. It was a lady's shopping car when I bought it. Oddly enough, her husband was a hillclimber as I found out later, but I had no idea. I just got it as a sportscar for the road. It was a private sale in Basingstoke."

It is now 50 years old

"It was built in 1971. There were not many Ginettas but probably more G15s than anything else. At the time, these were the more common ones. If you were going to see a Ginetta in that period you were going to see one of these. When I bought it, it was just for use as a road car. I'd had an Imp prior to that and thought I'd get a sportscar."

It became a speed event car

"It's done very well. It must have been a couple of years after that, I guess, that I started competing. I was always keen on motor sport and there was a chap at work who was a member of a local motor club. He said I should take it along and do a sprint they were organising."

He's used it ever since

"So I did that and it was really good. I've competed every year since except for 2020. There wasn't very much to do and it just seemed like huge amounts of grief and hassle, so that was the first year I'd sat out in about 30 seasons."

The car has been developed

"Over the years it's changed quite a bit. The engine is heavily modified and the gearbox and suspension is tweaked but the actual chassis and bodyshell is pretty much original. It's got an 1120cc engine. You can get Imp engines bigger but you end up with stroked cranks and steel cranks, so I went for the easy approach. Fingers crossed is pretty robust and reliable. It's will rev nearly as fast as a 1000cc engine but it's got a bit more capacity and I rev it to about 8000rpm."

It's not a road car any more...

"I used to drive it to events but the low car is appalling in traffic. As it got more modified it got more appalling to drive on the road. And of course it did go wrong quite a bit initially and getting towed home was a hassle."



The Jaguar Egal (in period, inset) and reborn, above

FAMOUS JAGUAR EGAL TO RETURN TO THE UK CIRCUITS

Rebuild machine back on these shores and seeking a series for outings

By Paul Lawrence

The famous Jaguar Egal, one of the best known British club racing cars of the 1960s, will be on track again soon and is currently being re-prepared by marque expert Chris Keith Lucas.

The brutish one-off seven-litre Galaxy-engined E-type was raced by Chris Summers and Barrie

Williams in the mid and late 1960s and was a regular winner in club racing. It was built by Geoff Richardson for Rob Beck and it was 'Whizzo' Williams who gave it a number of race wins.

Williams recalled a Holman and Moody Galaxy marine engine being fitted into a semi-lightweight E-type chassis from a car shunted by Beck at Castle Combe.

After a couple of other UK

owners, the project was sold to the US in the 1970s where it was used on the road before later starting a long restoration. Sadly, the owner passed away before the work was complete.

Keith-Lucas saw it advertised for sale a couple of years ago. "I went over to New York and verified it," said Keith-Lucas, who has secured its original registration of '590 DXR' on

behalf of the current owner. "In America it grew even wider than it really ought to have, but apart from that it is very much the car and close inspection reveals all the old dings and dents.

"We do have plans to run it but it didn't do international events, so that limits what you can do. But there are a number of race organisers in this country who'd love to see it in their events."



Le Mans class winner Rob Smith found the Lister a challenge

LE MANS MAN SMITH ENJOYS HISTORIC VICTORY IN LISTER JAG

Former Le Mans class winner Rob Smith has taken to historic racing in style and recorded his first win in the Stirling Moss Trophy at the Thruxton Historic in the Lister Jaguar he is sharing with Chris Ward.

Smith is keen to do more historic racing, while supporting his son Sid, 14, in the Fiesta Junior series. After racing in the

Porsche Carrera Cup, Smith progressed to GT cars and took his victory at Le Mans by winning GTE Am in 2017 in a JMW Motorsport Ferrari 488.

"That was my climbing Everest," he said of the 24-hour race. "I want to enjoy racing and I've never driven anything like this before. This is the exact opposite of what I've done."

FORMULA FORD FESTIVAL ACE THWARTED ON ATLANTIC BOW

Formula Ford Festival winner Rory Smith made a belated Formula Atlantic debut in his Ralt RT4 in the Jochen Rindt Trophy at Thruxton recently, but the project was beset by electrical gremlins.

The car, which came back from New Zealand over the winter, had run well on a rolling road in the preceding week but developed a persistent misfire when run on the circuit.

Smith retired from the opening race after a few laps but plans to bring the car out soon in the new Geoff Lees Trophy for 1980s single-seaters. Smith is using the Ralt as a way of graduating to slicks and wings alongside contesting selected FF1600 races.



Smith's Ralt RT4 debut was a frustration

MENSLEY'S MAKES SIERRA PROGRESS



Paul Mensley is one of the rising stars of the Historic Touring Car Challenge in a Ford Sierra RS500 Cosworth that he had built up from a bare motorsport bodyshell during lockdown. The car is finished in the livery of New Zealander Murray Carter from the 1988 Bathurst race in Australia. "It's been built by the guys at Premier Motorsport in Bury St Edmunds and it's getting quicker and quicker," said Mensley.

Tin-top ace Clarke enjoys Thruxton return in Lotus 11

Former National Saloon Car Cup racer Stuart Clarke had his first race for 11 years at Thruxton when he recently shared the 1956 Lotus 11 sports-racing car driven by his old friend Mark Cole.

When Cole needed a co-driver for the Stirling Moss Trophy race he asked Clarke if he had a licence. Fortunately, Clarke had only just renewed his race licence and jumped at the chance to drive something totally different.

"We're good friends and I wanted to get back out and do something," said Clarke "I'd always raced saloon cars before this and it's the first time I've driven anything like it." Sadly, their race ended with distributor failure.

IN BRIEF

Fifth for Whales

Nick Whale had his race debut in his ex-Mike Bell Ford Escort Mk1 in the Historic Touring Car Challenge at Thruxton recently, sharing the car with his son Harry. He took it to a class winning fifth place. Whale bought the car from the Bell family after Bell's death and has had it refettled by the Jordan Racing Team. He was back at Thruxton for the first time in many years, having previously raced in the BTCC there.

Moss tribute

The life of Sir Stirling Moss OBE will be permanently marked at Shelsley Walsh following the installation of a blue plaque in his memory at the Worcestershire venue. The blue plaque was presented by the Worcester Civic Society and is now in the courtyard area at the famous hillclimb course where Moss first competed in 1948.

Smith's debut

Veteran race and rally driver Peter Smith made his Thruxton debut on Saturday in the HRDC Jack Sears Trophy race recently. It was the first time he'd ever raced at the Hampshire circuit and he took his Lotus Cortina to sixth place. "I watched here in the 1980s," said Smith of his only previous visits to Thruxton when his son Guy was climbing the junior single-seater ranks.

Storer to return

Period Formula Ford 2000 racer, Mark Storer is heading for a comeback later this season, 23 years after he last raced. At the end of 1980 he bought a Delta T79 FF2000 and raced it in 1980 before putting it in to storage. Finally, he has been persuaded to bring the car back out and is nearing completion of a rebuild. "I last raced it in 1997 and my brother Gary also raced it. Hopefully, we'll be back out later this year. It's such an original car."

Jordan's Mini thrill

Mike Jordan was one of the stars of the HRDC Jack Sears Trophy race at Thruxton recently when he had his first proper run in his pre-66 Mini Cooper. An attempt to race it at the corresponding meeting in 2020 ended with engine problems. The car ran strongly as Jordan finished fourth overall against the Lotus Cortinas and American V8s. "It's just possible to take it flat from the complex all the way to the chicane," said Jordan.

COLUMNIST

DAN ROWBOTTOM



BTCC battler Dan Rowbottom on his start to the season with Team Dynamics

Photos: Jakob Ebrey



Rowbottom has been learning



Rowbottom has dominated Jack Sears Trophy

The first two British Touring Car Championship weekends are now in the book and I am loving my time with Team Dynamics in the Cataclean-backed Honda Civic Type R. What I need to do now is land that breakthrough result to kick start the rest of my season.

I am 14th in the points and, while I had a brilliant start at Thruxton with a fourth place in race two, those are the type of finishes I need to land consistently. That is something I will be working hard on.

The pace I have shown is fine and we have been knocking hard on the door of that big result. I have still got a bit of work to do on myself as a driver though: I have a little way to go to be as on-point as my team-mate (and three-time champion) Gordon Shedden.

I know Sheds is a huge target to be able to match, but that simply has to be my goal. He is in the same car as me and, in theory, as long as I do the same job as him, we should have the same lap times. Well, that's the theory, anyway...why shouldn't I be as quick? There are a few areas I need to tighten up on, but I always expected that to be the case, really.

Thruxton in May was really good and I am convinced that we are only a bit of luck away from a podium finish. But, actually, I am not that interested in podiums: I just want race wins. I know the car can do it, I know the team can do it and I just need to step up to the plate. There is a responsibility that comes with driving for a title-winning squad like Team Dynamics. People would give their left arm to be where I am, so I need to make sure that I am fulfilling that responsibility.

Thruxton was the first time that I have been in the BTCC where I have come away from a race weekend and I really felt like I belonged on the grid. Let's be honest, it was my first race of my second season. Although I have been around for a while and started my BTCC career in 2019, I have only done one proper season so, in terms of my experience, I think I was punching quite high. Therein lies the problem, because you go in and set the bar high and you have to work very hard to keep improving.

Snetterton 10 days ago wasn't so good – my best result was 10th in the third race – and I can't really put my finger on exactly why. Maybe it all stemmed from qualifying outside the top few rows because unfortunately in the BTCC, once you get outside the top-10 runners, the rest of the

guys are racing for positions. They aren't interested in championships or podiums or putting a campaign together, they are desperate for a ninth or 11th-placed finish.

There is nothing wrong with that, but there is a different mindset in that part of the grid and it makes life very tough. If we had been able to qualify in the top eight, I think we would have had a drastically different weekend in terms of results. I got held up a little bit on my last qualifying lap and that was vital. I ended up 11th (although he started 10th after Shedden was disqualified for an illegal rear wing placement) and it was tough.

There are some really strong positives to take though. Thruxton proved that there is nothing wrong with my racecraft. I was one of the few people able to overtake around the outside into the final chicane.

I am comfortable with that side of my driving, and I really need to work on qualifying. The difference for me this year is that I have got a car where you can push the limits in qualifying and it will reward you. I am just not quite there yet and maybe I need to do what Sebastian Vettel does in F1 and give the car a saucy nickname...

I need to learn how to squeeze that last bit out of the car, and really I have got no excuses not to find it with Matt Neal mentoring me, Shedden as my team-mate and Team Dynamics in my corner.

Dynamics has been such a brilliant team. There are some experienced people there and they have seen a lot of drivers come and go, and they are an open book and they are giving me a chance to learn. This weekend at Brands Hatch is going to be semi-critical, because I need to take that next step. I need to get the next level of performance out of myself. The team deserves it, and I think I deserve it too.



Snetterton was a tough weekend

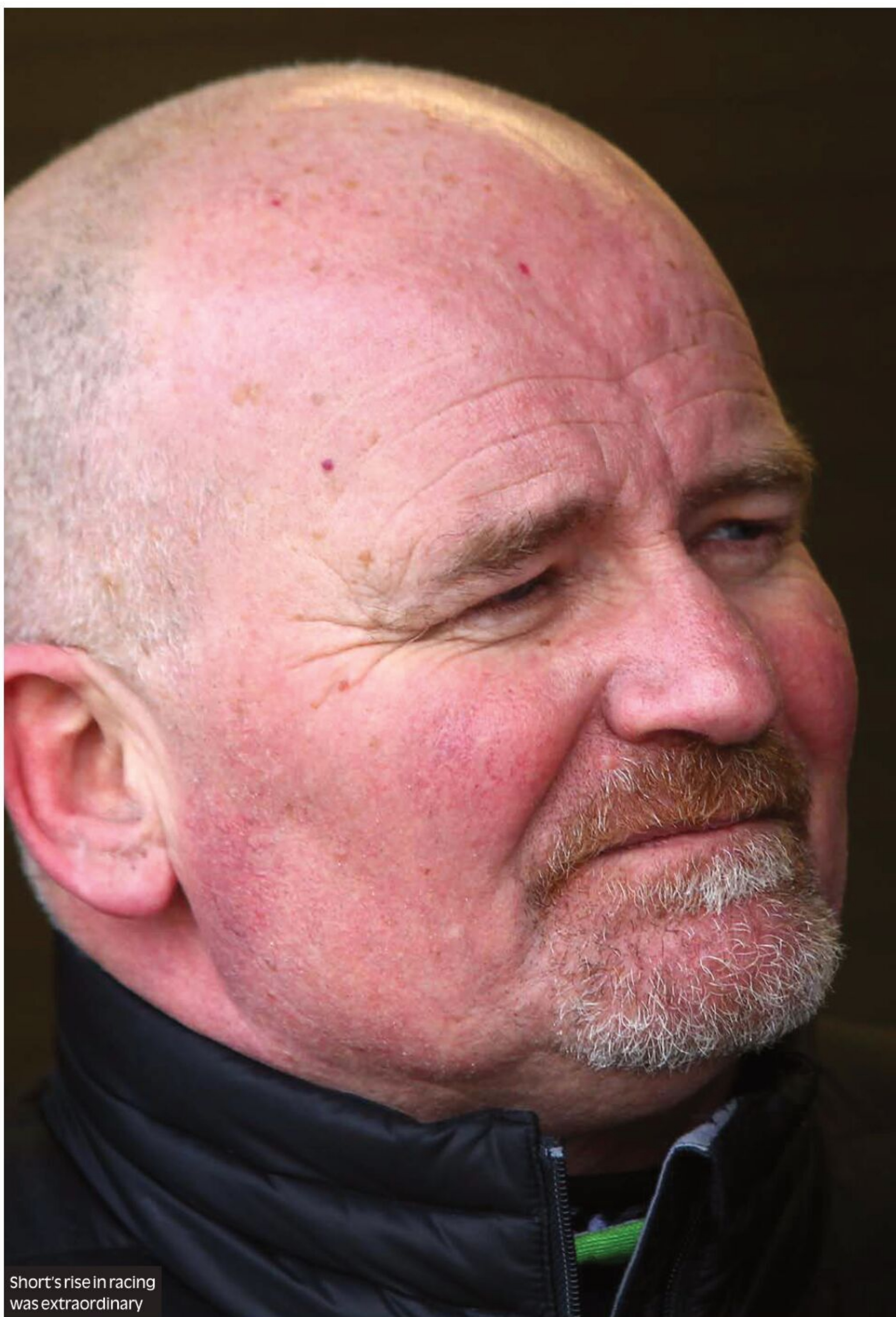
"I'm not there just to get podiums, I want overall race victories now"

FEATURE

MARTIN SHORT:

THE MAN WHO WENT FROM KIT CARS TO LEADING LE MANS

The racer, boss and engineer after a late start rose to the very top of a variety of motorsport disciplines, and he tells **Graham Keilloh** how he did it



Short's rise in racing was extraordinary

There are some motorsport CVs that take you aback, and Martin Short's is certainly one of them.

His has been an extraordinary experience as a racer, team boss and engineer across a variety of categories. And he did it from not even having started in racing until the age of 26, and doing so in the British Racing and Sports Car Club's Kitcar championship.

He won that title in his first year and within two decades – via a roving motorsport path – he with his Rollcentre outfit was a genuine Le Mans overall frontrunner as team boss and driver and even led the famous race in 2005, plus finished fourth overall there two years later.

As you may expect we got plenty of questions from you. And such is the range and richness of Short's career there were plenty of areas we didn't have time to explore, including his championship-winning British GT time, the Noble, Moslers, Bathurst, Malaysia, Daytona, Formula First, Metros and the Rover 216 GTi Challenge... It led us to speculate that Short could become the first in Motorsport News readers' Q&A history to be invited back for a sequel.

He attributes his success to "grit, determination, manic obsession", but as we find out there was more going on too. So, with all this, let's start with the overarching question.

Question: How cool was it to go from racing a kit car to running his own team in the top five at Le Mans?

Paul Lawrence

Via Facebook

Question: From the Brands Hatch Formula First Winter Series to Le Mans, a pretty exclusive club no doubt?!

Wayne Pearson

Via Facebook

Martin Short: "Oh God, you never would have imagined it, and when I think back to how I started as a car enthusiast who bought a kit car in London and drove it home and on the way home thought to myself 'well I wonder if I can race it?', at the age of 26, I'd never raced anything in my life. And then preparing it and naively going to Mallory Park for my first-ever race on my own, well with a mate following me in an Astra van just in case I broke down. And then arrived there and saw everybody else with cars on trailers and that was my first motorsport lesson!

"And then becoming obsessed with my new hobby, because that's what it was. I had no girlfriend, I had nothing to do at the weekends and I thought 'what am I going to do with myself?' And I actually had signed up with a

scuba diving club to try and find something to do.

"And then every year I went upwards from Formula First to Metro Turbos to Rover GTis to Rover Turbos to TVR Tuscan, and then to British GT. And in the whole of that time I always thought 'wouldn't it be amazing to make it to Le Mans?' I always had two goals which was to get to Le Mans and to become a member of the BRDC, and so I never thought getting to Le Mans would ever be possible. I never had any money, I started Rollcentre because my dad's business was making exhaust systems so I knew how to bend pipe and I realised that there was a gap in the market to build rollcages and [to] get in the business of motorsport because I knew I had to pay for my own racing because I was no good at finding money, I found it difficult to ask.

"So through grit, determination, manic obsession eventually I went through all those one-make formulae, the only way I could afford to do it, I mechanised the car myself then with soon-to-be my wife Michelle who started with me from my second-ever race. And then being fortunate to meet people like Warren Mosler, Chris East from Deutsche Bank, Charles Eyston from Mole Valley, they all put their part in that and so many other people, that ultimately ended up with my incredible dream being realised of somehow being at Le Mans in the very top class, and ultimately leading it.

"I don't think you could have written the story, it's been so, so many twists and turns of fate and so many disappointments and so many successes and everything has contributed to being there. Somebody said to me, at the age of 20 what advice would you give yourself? I don't think I could change anything because if I had I probably wouldn't have even got into motorsport. All these little twists in your life that happen that result in you tripping into something by chance almost that then changes your whole life. It's been a hell of a ride."

MN: You mentioned getting involved at 26, before that was your only involvement in motorsport as an enthusiast?

MS: "No, I had no involvement in motorsport at all. I'd never been to a race track other than I went once I think to watch Nigel Mansell at the grand prix at Brands Hatch when he sort of semi-collapsed on the podium [sounds like 1986!]. I might have watched the occasional grand prix. But I was just really into cars. I'd had an armoured car, a horrible Corvette Stingray, a 1932 Model B Hot Rod. I worked in the garage trade when I left the Air Force and worked in a railway arch in London for my dad's exhaust business and I was an MOT tester and I was repairing cars and I'd always been fascinated by cars and motorbikes. My very first car was a Reliant Del Trotter van.

Photos: Motorsport Images, Jakob Ebrey



Short in 2007 bagged
Le Mans overall fourth

"But I had a very competitive upbringing in that my dad discovered sailing when we were posted in Cyprus [Short's dad was in the RAF] and he was the Inter Services sailing champion, [in] dinghies, and I was his crew, I was I don't know seven years old. We had a weight advantage and we did a lot of winning so I was used to trophies and my dad has a huge competitive spirit about him. So yeah that's where it came from I guess."

MN: I understand there were good stories from competing at Le Mans?
MS: "Chris East at Deutsche Bank, because we just won the British GT championship [in 2003], he said 'do you want to do Le Mans?' And I said 'yeah I'd love to, but what in, a Ferrari or a Porsche?' Thinking GT and neither of those cars interested me, I always felt that my particular route to success would be by doing things differently to everybody else. 'No' he said, 'let's do it in the top class. You find a car, I'll find the money'."

"Two Dallaras were up for sale from Oreca, and I went down to see [Oreca founder] Hugues de Chaunac, and there was four 20-foot containers of spares with them and it just seemed like the way to go. So I rang Chris and I said 'the cars are great, this is how much he wants, I've knocked him down a bit but it's still a very big number', and he said 'are you happy?' And I said 'oh yeah yeah I'm very happy', and he said 'well buy them'. Deutsche Bank helped finance the deal and next thing I knew we had two Le Mans cars in the workshop."

**"You
couldn't
write my
story"**

Martin Short

"So then I had to go and see the ACO, and I went with Chris and I really was so nervous because I thought that you really did have to bung them a brown envelope or something! But they were absolutely straightforward, but a little bit incredulous because they said 'you're a GT team with a TVR and Mosler and you want to go straight into the top class at Le Mans?' So I said, with Chris, 'how about we do Sebring to prove ourselves to you?' So off we went to Sebring with two cars, the second was the spares package. And amazingly after 10 hours the results showed Audi, Audi, Rollcentre, Audi. After that race ACO members strolled down to me in the paddock and shook my hand, gave me a Gallic nod and I was in. It makes me tingle thinking about it now, so much rested on that and we did so incredibly well."

"The next year [2005] we were running with a Nismo engine and the bloody thing wouldn't start, it would idle but wouldn't run. Eventually the race started and the timeframe [to start without being disqualified] I think was an hour. Eventually I went to Michael Krumm who was the most experienced driver that we had and I said to him 'Michael you're about to do the hardest thing you've ever done in your life, you're going to do a lap of Le Mans on idle'."

"Somehow, and I don't know how long that lap took, he did the whole lap at idle with cars doing 200-and-plus mph past him which is probably one of the bravest things I've ever seen. He got the car back into the pits by which time my chief engineer Mike Hurley – who's actually the reason that I ever got to Le Mans because he's the guy that knew how to build cars and helped us design and build the [TVR] Cerbera GT car which is what really kicked us off – had been thinking long and hard [about the problem] and said 'I think I know what it is'."

"So the car comes in, we take the engine cover off, and Mike leans into the front of the engine and he's concocted about four socket extensions together so they're

about a metre long, reached in and placed the end of this concoction on the top of a part and then gave a swift tap with a hammer. The engine fired up, burst into life properly revving and we started Le Mans an hour and God-knows-how-much late! I said to Mike 'what was it?' He said 'crank sensor, it just needed an adjustment'!"

"I led Le Mans without knowing it, that was in the same year [2005], we were in the Judd [engined car], and the car was brilliant and after a couple of hours with Joao [Barbosa] and Vanina [Ickx] driving we were up to up to P2 incredibly. I think it was more by virtue of different pitstop strategies or something, but I found myself unbeknown to me the leader."

"But the guys – I'm not sure if there was a radio problem or a fabricated radio problem – they didn't want to tell me in case I did something stupid. All I knew was I was at Dunlop or starting to head onto the Mulsanne and I could see all the helicopters in front of me and I thought I must be pretty close to the leaders, little knowing it was me! And by the time we got to the second chicane I could see an Audi behind and so I just casually said 'oh I'll let him past'."

"So I never crossed the finish line being shown as the leader but I got back into the pits some time later and was greeted by a storm of media and cameras. [They said] 'You led! You led Le Mans!' And John Hindhaugh apparently went absolutely mental because it's first time a privateer had done it in God-knows-how-many years. And that's the car that I've still got, I kept that Dallara that led Le Mans."

Question: What is the most cost-effective tweak you have done to a race car!?

**Michael J Ashcroft
Via Facebook**

MS: "I was at Donington Park as a spectator and racing an Audi GT3 car, in I think GT Cup, [was] an old friend of mine. They'd just spent £100,000 or something on an update kit for the car, but it was wet and

continued on page 16



Short alongside Ickx (c) and Barbosa (r) led Le Mans in 2005



Short started out in BRSCC's Kitcar championship in the 1980s

FEATURE

they were absolutely struggling.

“So I wandered into their garage and they were just about to change all the springs and it was getting really close to race time and I could see it was all about to turn into a disaster but they were desperate and when you’re desperate you’ll turn to anything. So I had a look at the car, and I looked at the rear wing and I could see that it was on a fairly minimal setting. And I know from experience that Donington loves a rear wing, because of the braking and just everything that I’ve ever raced there it’s just crank on a bit more rear wing there than you do anywhere else.

“So I said ‘I can fix this car for you, what you need to do [is] just put that rear wing onto max, if it works you owe me £500’, smiling! But I was pretty convinced that their problem was they just didn’t have anywhere near enough rear downforce. And rear downforce, lack of it, can translate into all sorts of horrors which they seemed to be describing.

“Anyway they got into the race and by the end of lap one they had got up to P3 and they did phenomenally well and the car was absolutely transformed. Half an hour later I was in a friend’s garage, and [my old friend] came in and handed me £500! He was a man of his word! And he was chuffed to bits, extremely grateful, although disappointingly since then he’s never asked me to run any of his cars!”

Question: What is the cheapest part that cost you a great result?

Richard Gould
Via Facebook

MS: “That was on the one that I led Le Mans [2005], and we were doing really well. Then the power steering rack started pissing fluid out, and instead of doing an 11 or 12-lap stint we could only do six laps before the power steering emptied itself and then the car became almost impossible to drive.

“And my big mistake then was that we should have just stopped the car as soon as it happened and changed the bloody rack and lost the time and then come back, but we didn’t and we slipped down the order to I don’t know 17th or 18th and it was just a bloody damp squib.

“But that leak I distinctly remember was caused by a guy that worked for me who was rebuilding the racks and he was struggling to find the seal on the end of the rack, and I remember him saying ‘I have found this one and I’m sure this will do’. Well that was the seal that pissed all the oil out and that £2.50 component cost us an amazing finish at Le Mans.”

MN sets the scene: During the 1990s Short raced in the highly popular one-make TVR Tuscan Challenge, finishing runner-up in the standings once and third three times.

Question: What were some of his best memories and stories from his time racing in the TVR Tuscan Challenge, and does he think there is or ever will again be a series that’s as popular and competitive as it was in its heyday?

Scott Woodwiss
Via Facebook

“If my sons enjoy their racing that’s all that matters”

Martin Short

MS: “There hasn’t been a series as good as the Tuscan. It was a brilliant concept by [TVR boss] Peter Wheeler in that all the dealers had to run a car. And then the dealers all became very competitive with each other to make sure they got the best drivers etc.

“And the cars were cheap, they were 30-odd grand and they were 450bhp and 800-odd kilos with small tyres, 10-inch rubber, no aero, just a lip spoiler, no underfloor, a soft chassis, so the cars moved around a lot, they weren’t entirely predictable, and they really needed a good driver to be at the front, you couldn’t buy yourself the best-handling car, and there was a distinct difference from the front of the grid to the rear of the grid in driver quality. No ABS, no traction control, no paddleshift, and they were just absolute beasts to drive with little grip, little braking and lots of acceleration.

“And there’s nothing like that now because everything’s paddleshift, it’s still good, it saves gearboxes and engines, but everything’s gone aero, big slicks, more and more and more grip and less and less and less overtaking or the overtaking is more last-millisecond lunges that result in crashes.

“And the other thing is the cars were open top so the crowds could relate, knew who was driving, and you could see the drivers’ body language. The crowds, particularly at Castle Combe, absolutely loved the Tuscan whereas now it just strikes me as all a little bit sterile. And the budgets are all huge.

“I really think there is a requirement for something similar, probably with a Chevy LS3 engine, probably with a sequential gearbox, but probably still with 10-inch wheels, rubber that needs taken care of, maybe a sequential stick shift rather than a paddleshift, something that drivers can really drive rather than it being more of a computer-controlled virtual-reality game, and something that’s open top again so you’ve got that crowd involvement.

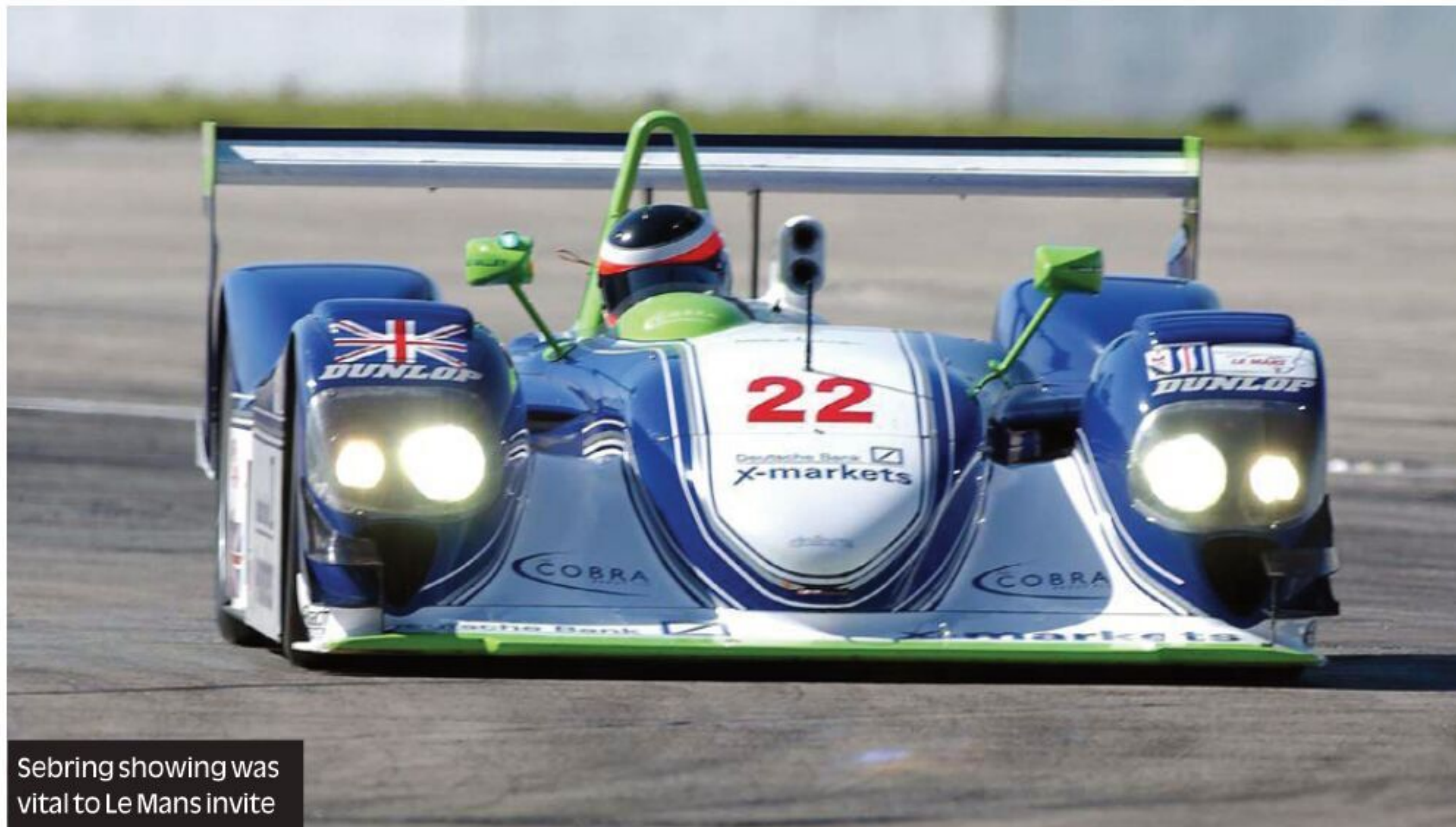
“I’m pretty crap about stories about the Tuscan because that was my serious phase! I remember Ben Samuelson who was the coordinator telling me when I got involved in another fracas with somebody, probably Ian Flux who was my greatest opponent at the time, Samuelson came up to me and said ‘Shorty you know we all do this for fun?’ I said: ‘Fun? Fun? Do you think I f*cking do this for fun?’ It was life, it was death, it was everything! It was my career!

“Other people tended to do silly things. I remember Bobby Verdon-Roe doing donuts with Jamie Campbell-Walter stuffed in the boot of the car.”

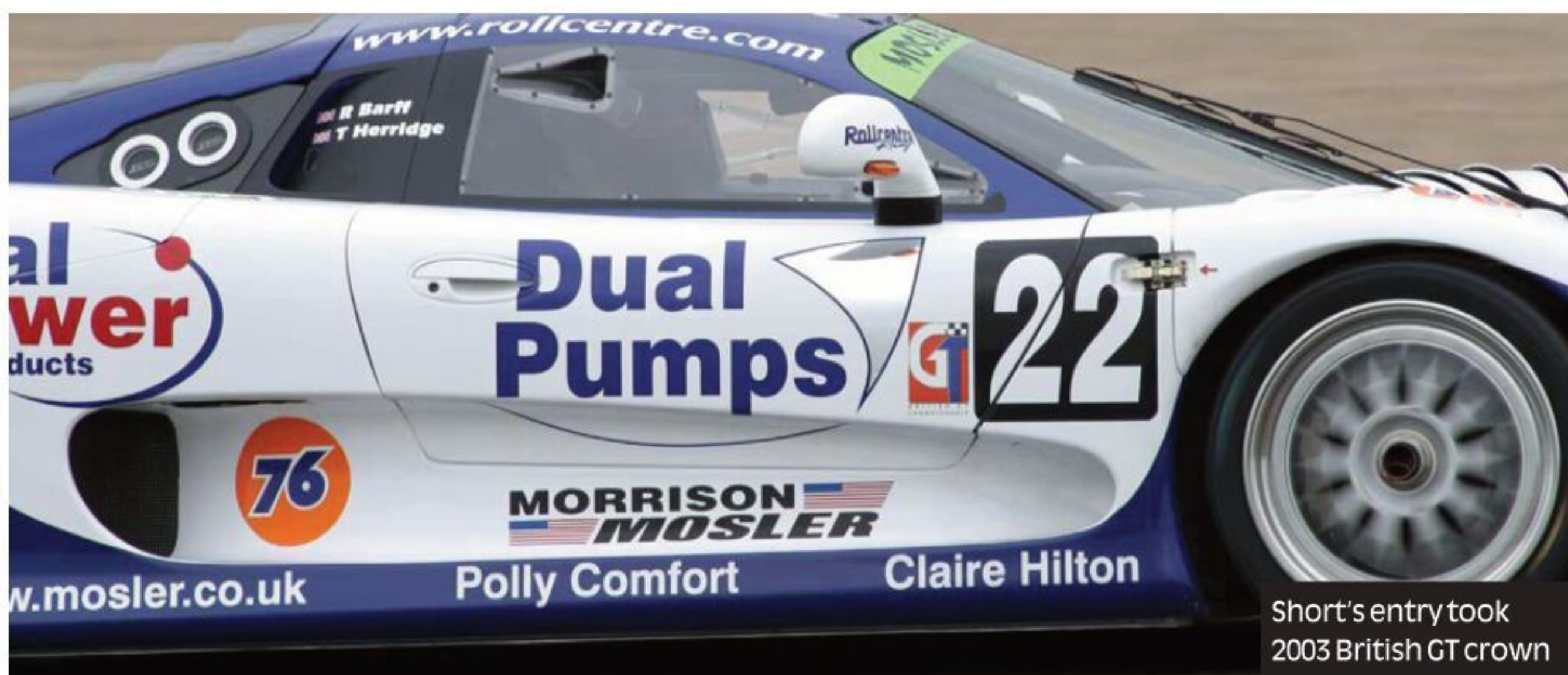
MN sets the scene: Short’s teenage sons Morgan and Marcus have begun cutting their own racing teeth, with the Short trio competing together last month, alongside Ian Stinton, in Silverstone’s Citroen C1 Challenge 24 Hour race. Morgan also competes in MG Car Club’s MG Cup, last season in a Rover 216 GTi that Martin built back in the day and now in a MG ZS. Morgan recently took his first outright win at Oulton Park.



Short’s next generation Morgan and Marcus are impressing on track



Sebring showing was vital to Le Mans invite



Short’s entry took 2003 British GT crown

Question: What are your aspirations for Marcus and Morgan in motorsport?
Matthew Slade
Via Facebook

Question: How far do you expect your boys to progress in motorsport?
Bryan Crawford
Via Facebook

MS: “I certainly have no expectations, whatever they do as long as they’re enjoying it is fine with me. As a motorsport dad I felt that I should take them karting but I really didn’t want to because karting just looked like a ball of puss to me of unpleasantness and I’ve grown up with the boys playing football being stood on the side of the pitch listening to horrible parents shouting and screaming at their little Johnny to do better.

“In the meantime they wanted a steering wheel for a driving game, and it became just a regular feature so we upped the level. And then when lockdown hit every night we’d be entertained with them doing online racing.

“And being very conscious of how

obsessed you need to be with motorsport and how expensive it is I certainly didn’t want to throw them into junior racing or Ginetta Juniors. I’d love them to have done it but a £60,000-a-year budget wasn’t something that I could manage and knowing full well that the next year’s going to be £80-100,000 and the next year’s going to be £200,000.

“So we’ve taken the policy of doing things the same way that I did it, which is doing racing for fun. And we realised that with time slipping away that we’ve got a window of opportunity for both lads to go racing and us [Short and wife Michelle] to take them racing. And we’re doing it in a cost-effective way which is the same way that I initially did it.

“[At Silverstone last month] it was three M Shorts which I thought was absolutely fantastic. And of course needless to say they are both named after cars being Morgan and Marcus! I remember the first time that Morgan went out the pitlane in the C1 I had tears rolling down my eyes, but I didn’t have the same with Marcus because I’d already been through that first stage of emotion. They’re so competent: there’s this thing with the sims, it really is a real thing of how it teaches them so much before they get in a car.

“I just want us as a family to enjoy this golden window together and I want them to enjoy it. I don’t want it to be serious enough that we get frustrated or angry. If they can make a career out of motorsport that would be the icing on my cake, but only if it’s the icing on theirs. But it wasn’t until I was the age of 27 that I really knew what I wanted to do and that was motorsport. If they can turn what they enjoy doing into a job that’s all that matters.”

Question: When will we see a car at Le Mans with “M Short” written on the side

three times?
Mark Every
Via Facebook

Question: What race would you most like to compete in with your sons as co-drivers?

Jim Casey
Via Facebook

MS: “Well the answer is yes I’d love to do more but at the C1 race I managed to make a couple of errors which cost us from being in the top 10 to sliding down to the top 40, so I’m not quite sure I want to do any more racing!

“I really enjoy watching [Morgan and Marcus] and seeing them go through the range of emotions that I went through and it’s nice for me to be able to relate to that and give them a degree of advice but there’s not much that I need to give them because with the sim racing we’ve already been through that.

“I think we’ll probably end up doing a few more C1 races together, we do enjoy the C1s. Doesn’t matter how fast you’re going, all the principles are the same: strategy, keeping out of trouble, speed, pitstops. It’s a great training ground.

“Ultimately I’d love to do a race in a Mosler with them, maybe a bit of Britcar or GT Cup or something. As for Le Mans I think I’m too old for it now and of course the bottom line, as much as that would be an incredible dream, Le Mans costs millions of pounds. I found the golden slipper once, I’m unlikely to find it again, especially at my age.”

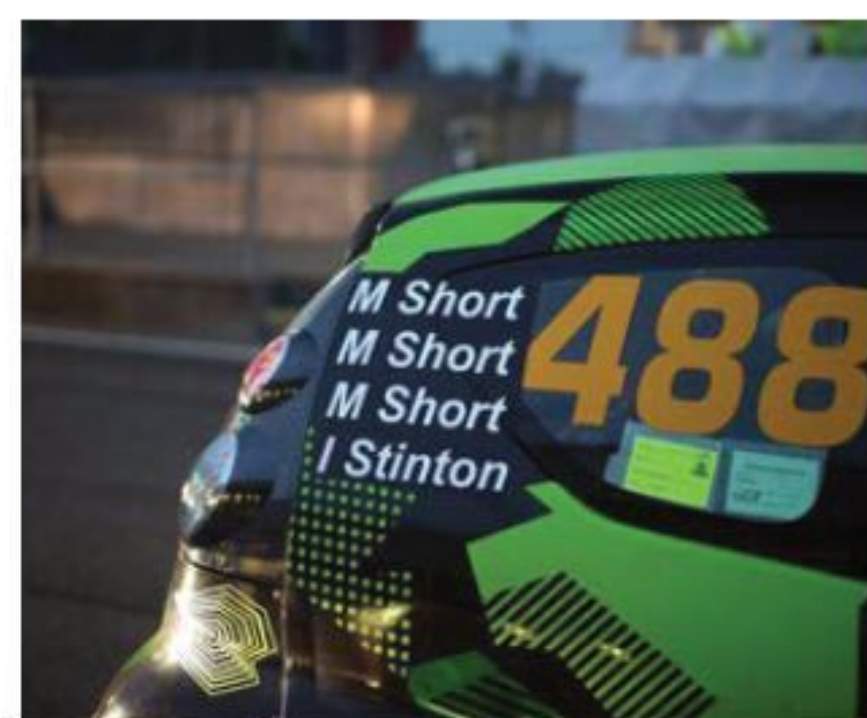
Question: Given your work on the original Bentley Continental, which other modern sportscar do you believe would make a great GT3 project?

Robert Ladbroke
Via Facebook

MS: “That’s a leading question that’s leading me straight into Bentley rather



Short led Le Mans in 2005 - not that he knew it!



Three 'M Shorts' on the C1...



Short even dabbled in Formula First

than a new project so well done Robert!

"Probably a lot of people don't realise I came up with the whole concept of the Bentley GT3. We were building a rollcage for one with Rollcentre, the car was completely stripped bare and it sat about two inches off the ground, about the height that a GT3 car would be. I thought 'wow this car is actually really slippery'. And I realised that it's got a great underfloor and there's a lot of aero to be had from it.

"[Having guessed Bentley motorsport boss Brian Gush's email address] I got an email back quite quickly [from Gush] saying 'let's have a meeting'. So he came down and said 'how many cars need to be homologated?' I said only one, and take it through a Balance of Performance process. So he said OK. He put this information to the German [BMW] board, and the board approved some exploratory investigations.

"The reason it came about was because I wanted to get into a GT project much like the way I'd done with TVR, build a car. I went up to Crewe and picked up a complete car and trailered it home. Then we started stripping it out, and we got the chassis down to very reasonable weight and it was all quite doable.

"I then approached Simon Dowson at Delta at Silverstone and Simon's a fantastic engineer. Simon came up with some concepts and we put a proposal together and at the same time I contacted the FIA and started to go through the beginnings of a homologation process.

"Little did I know that in the background other things were afoot. I'd spoken to the MSA and John Ryan had said 'you need Graham Humphrys', Graham was the designer of the Aston Martin. So I asked him to look at the car. He came and nodded and rubbed his chin and then he went. A couple of things happened at the

same time: Graham Humphrys then went straight to Bentley and threw his hat in the ring directly, and the FIA wrote back to me basically saying 'who on earth do you think you are thinking that you can take a two-and-a-half tonne car and make it into a competitive GT3 car?'

"I think Bentley realised that if this project was to go forward they needed to take it on themselves. I was summoned up to Crewe and informed that my services were no longer needed and could I return the chassis? And with no offer of any compensation or any role going forward.

"So I found myself left out completely and then watched as Bentley employed Graham and M-Sport and it was with a wry smile that I saw the success that Bentley had, particularly when they won at Bathurst. We'd gone a long way down the road but if I'm really honest with myself the right thing happened because I couldn't have done what M-Sport did. But [the board] were fairly heartless, that was quite upsetting.

"Everything that I thought turned out right, it was a good car, and Bentley sold lots of GT3 Continentals and I wish I could have been on a very very tiny percentage of the profits, or at least some kind of recognition that that was my ball that they ran with."

Question: What next for Shorty?

Bernie Braden

Via Facebook

MS: "I've closed Rollcentre but I've handed all of my business over to my son-in-law Luke Kendall at Kendall Developments. He's still in my workshop and he's making his own way and I'm still busying myself assisting him and doing bits and pieces, so I'm not really retired yet. But I just wanted to be able to step back and not still keep feeling that I was in the hamster wheel.

"And it's giving me more time to enjoy motorsport with my guys so I'm finding myself running around the country buying spare parts for the MG and repairing it and fixing it and trying to make it go faster and the same with the C1. And now that Marcus is coming on stream I'll be doing the same with him, so semi-retirement it's even more busy than when I was working!

"But it's good because I'm doing stuff that I really enjoy and I've still got an involvement in motorsport and I'm still available for projects should anybody need any consultancy work! But no, the bottom line is enjoying life with my boys and my family.

"The pivotal people do need a mention. I mentioned Mike Hurley and Luke Kendall, Chris East at Deutsche Bank, and Warren Mosler who gave me the ability to build Mosler road and race cars in England, that was a massive part of my life.

"And Charles Eyston at Mole Valley who headhunted me to be his Tuscan Challenge driver and who negotiated the deal with me and Peter Wheeler that led us to building our first GT car and ultimately changing our lives because that was the pivotal moment.

"The last person is obviously my wife Michelle who's been with me since my second-ever race and her first date with me was at Snetterton race circuit and she's been helping us on the pitwall, financially she loaned me money when I didn't have any left, and she believes in me and supported me through thick and thin and has the patience of a saint. That couldn't be more apt to a person who has had to put up with somebody with as fiery a personality as me. She's put up with the madness for 34 years bless her and certainly without her none of this would have happened." ■



Short wouldn't change anything about his progress in motorsport



Short (l) thinks a TVR Tuscan Challenge-like series could return

FEATURE

PRAGA - TODAY THE UK; TOMORROW THE WORLD

*The high-performance R1 has gone in two years from having nowhere in the UK to race to dominating Britcar, and it's not stopping there as **Graham Keilloh** finds out*



Praga dominates Britcar after being unable to race in UK



Mark Harrison wants to push Praga brand in the UK and elsewhere



The first nine on Oulton Park's Britcar grid recently were all Praga R1s

If you were at Oulton Park for the Britcar Endurance Championship meeting earlier this month you cannot have failed to notice the Praga R1. The sleek and striking high-performance machines accounted for the first nine qualifiers, and were the first four home in both races.

It's certainly a new state of affairs: just two years ago only one R1 raced in Britcar while the year before that they were nowhere to be seen on UK race tracks.

But, then again, Praga is used to operating under the radar. The outfit is in fact 114 years old, and that it hasn't the fame to go with such vintage is down to circumstance. Praga had been a vibrant concern building cars and much else, but post-World War Two the Czech communist regime decided that only Skoda would build cars, while Praga had to focus on trucks and buses.

After communism's fall in 1989 Praga built back slowly, at first largely in go-kart manufacture where it's now a major player. Come 2011 Praga returned to cars and the first-iteration R1 soon followed.

Vincent Randall, head of racing team VR Motorsport, in 2016 became the first in the UK to buy one. But he had a problem: there was nowhere on these isles to race it as the R1's all-carbon monocoque didn't have the required steel rollhoop.

Eventually, in 2019, Britcar let it in, and one raced that year as noted. Last season the number grew to three and Danny Harrison and Jem Hepworth sharing an R1 took the title.

And as for this year, with the freshly updated R1 and now in its own Praga class in Britcar, there are nine, which is where we came in. The trajectory is set to rise further, plus it is all a prelude to a one-make Praga Cup UK race series that is being worked on with Britcar, and could arrive as early as next year.

It's all not by chance either, as it reflects a major Praga push to establish its brand – today in the UK; tomorrow the world. Praga hopes its UK activity will help promote sales of the car in this country and internationally and it is establishing agreements with partners around the globe to be Praga dealers.

Randall, whose VR outfit is the R1's UK dealer, tells Motorsport News: "[The] primary objective is to get teams to see the value of this and see it as a viable and competitive both series and car to run commercially. That is my goal. I'm really encouraged by the other teams coming in and teams that have got one car now want two or three.

"The UK is an unbelievably important race market, it's disproportionately influential around the world," Randall

continues. "And we have every possibility of expanding in this either as this Cup form or just in general sales into new markets. There's already quite a few cars around the world but the extra impetus of being able to race in the UK has certainly boosted that interest and that desire to make that happen."

Praga UK's managing director Mark Harrison adds to MN: "[International dealers] are finding it a lot easier now to have conversations with their various motor racing authorities because they can see the cars racing this season in the UK, they can see the interest, the content we're getting for motor racing generally. It's proving a lot easier for them to persuade the authorities to let the R1 race."

And there is something else noticeable from watching Britcar this year: the range of noteworthy drivers racing the R1s. Praga's 'guest drivers', as it calls them, include established competitors Abbie Eaton – also The Grand Tour's test driver and soon-to-be a W Series racer – and Ginetta race-winner Gordie Mutch. It also has a significant proportion of females

continued on page 20



Hepworth (c) and Broadbent (r)

"It looks like a mini Le Mans, it's what racing should be"

Vincent Randall

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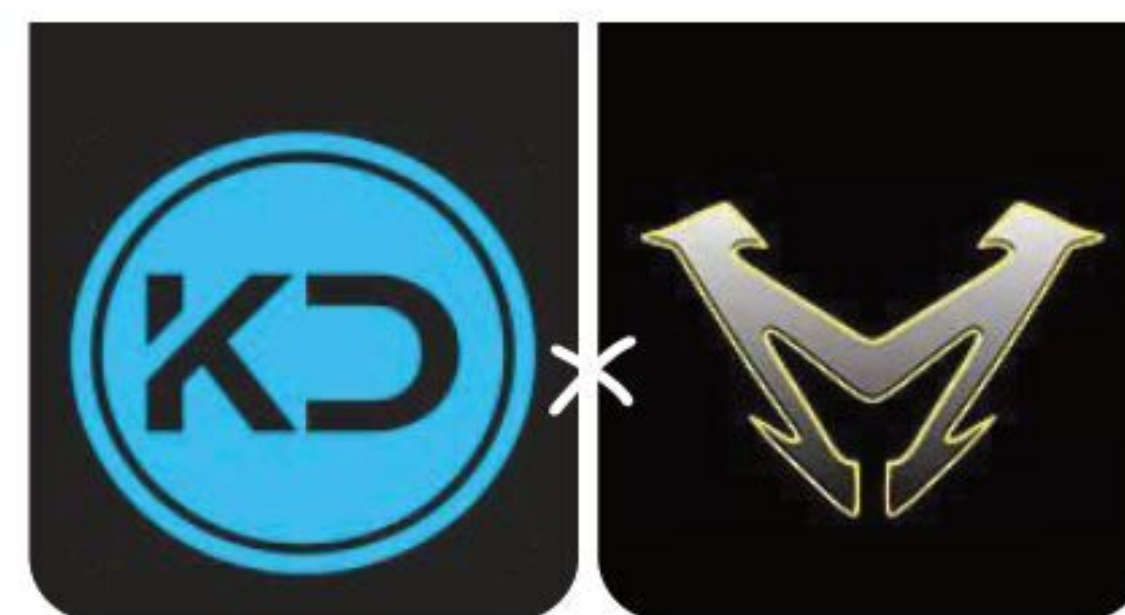


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FEATURE



Morton and Fender got double Oulton win



Walker: "blown away" by accessible R1 speed

including LGBTQ+ activist Charlie Martin and the afore-mentioned Eaton and Hepworth.

Yet Praga is skiing off-piste too, with the line-up also containing sim racing and YouTube star Jimmy Broadbent, ex-SAS soldier and twice Everest summiteer Jay Morton as well as Supercar influencer James Walker, better known as Mr JWW.

And again all this is not down to chance. "This guest driver programme, that's really doing a great job as far as raising the brand profile to both motorsport enthusiasts but also non-motorsport enthusiasts which is just as important," Harrison notes.

"We really wanted a mix of drivers that first and foremost had good followings on social media fundamentally, but also to mix audiences because Praga yes we make racing cars but we also make go-karts and an aeroplane and sim units now and race trucks in Dakar, so there's all sorts.

"Some customers will buy the car because of the car, some customers will buy the car because of the brand, so it was important that the range of drivers we have can present to either a hardcore motorsport audience, which is someone like Abbie Eaton, or outside of motorsport through people like Jimmy Broadbent or James Walker.

"If you look at Jimmy Broadbent we've got two strings to our bow, one is that Praga's got its own range of sim units coming out soon so that's got obvious links to what Jimmy does. And the last couple of rounds of Britcar have had over 50,000 people streaming the film live on the BARC YouTube channel, from what somebody told me before it used to be about 5000 people, and we also know that

quite a lot of them don't just switch off as soon as Jimmy passes the chequered flag. "Especially in the time of Covid when we can't go and meet potential dealers we can show them that we're proactive, we've got a quality product and people."

Don't think though that the drivers such as Broadbent are here for a publicity stunt or a jolly. "It's also [about] picking the right people who are committed to it and take it, have skin in the game," Harrison explains. "To do this properly in this car and then to also present yourself properly to your fans on your channels, you need to take it seriously and really get into it, so it's about the mentality of all those people.

"So I'm really pleased with how it's all gone. The novice drivers – Jimmy, James, Jay – they've all done really well when they've got out on the track, they've all raced hard, raced safe, [been] really competitive."

Indeed this has been to the point that trackside observers can struggle to tell when it is the experienced pilot currently behind the wheel. The racing has been good too. "It's a mini Le Mans [car] in its look," Randall adds. "When you start seeing the photos of all the cars together, it's close, it's competitive, it's what racing should be, it's difficult, and it's exciting."

And a major selling point to customers is the sheer performance of the high-downforce R1. "It's a race car, it's not a road car, or a road car pretending to be a race car," Morton observes. "It's wild, it's shaky, it vibrates, it's noisy, it stinks of petrol, but it makes the whole car feel alive at the same time."

Walker concurs: "When all of the components click, including yourself because it's taken me a few weeks to really adapt to it, I step out of the car absolutely

shattered, it's one of the most incredible experiences that I've been fortunate enough to have."

Both Oulton races were won by young GT racer Angus Fender alongside guest driver Morton. "It was only his ninth and 10th races ever," Harrison says of the ex-SAS man. "What was really nice is it showed what we believe in the R1 that it's a great car for experienced fast drivers to really exploit the aero and the downforce but it's also a great car for novices to get in and if they've got a bit about them to really do something."

Walker again concurs: "To go a similar speed to [the R1] you'd be into an LMP3 car or something like that. I'm just blown away by how accessible the performance is, it really is such a step on."

Praga earlier this month officially opened its UK headquarters in Cheshire as well as unveiled its plans for a driver academy, which it is working on with Motus One.

"We had our official [HQ] opening," Harrison says, "three or four chaps there came up to us, relative novices, [had] raced a little bit, trackdayed a lot. The idea of the academy is to package up an off-the-shelf for these sorts of guys who probably now within their business life they're at the point where they can start to enjoy the fruits of their success.

"We're going to pull together a package that says don't worry about it, we will get you the appropriate training, we'll take it through the various race licence processes, we'll get you a seat in an R1 that's run with a team or we will sell you an R1 and find you a team and, if you can't find another driver, find you a driver to support you. Physical training and psychological preparation, all these



Charlie Martin is a guest driver...



...as is the W Series' Abbie Eaton

Unintended consequences

Mark Harrison admits attracting new fans into motorsport wasn't an initial priority for Praga's R1 push, but it appears to be a happy consequence of it. This was evidenced at Oulton Park where people gathered at the paddock's perimeter fence, near the Praga garages, hoping to see the likes of Jimmy Broadbent.

"I'd never had this before," Jem Hepworth says, "I was walking to get some food from the cafe and I had people asking me for photos and asking me how the race went, and it was just a really crazy feeling.

"[There was] so many people, Jimmy's obviously got a massive massive fanbase and a lot of them love seeing the Pragas go round, it's definitely getting noticed a lot!"

The guest drivers are indeed doing their promotional bit via their social channels. "We've been trying our best online to convey to the audience what it's like driving a car which can corner at 3G," James Walker notes. "We've used bags of sugar to highlight how heavy our heads are on its most aggressive aero set-up around a track like Silverstone, your head will be the equivalent of 20 bags of sugar!

"The nature of an online audience is



The R1s: attracting a crowd

they're able to ask questions, so we've been having questions about the sport that we might take for granted."

The Praga R1 has another benefit, that experience of it could aid guest drivers' next career moves. Many of them have Le Mans ambitions, while Abbie Eaton was attracted by the high-downforce R1 preparing her for W Series. "Learning the Praga is going to benefit me in anything I want to do further on," Hepworth confirms. "You look at the back of the Praga, they are very similar to the Formula 3 cars that they use in W Series, [Eaton] will be really prepared!"

The Praga racing has been close and competitive



sorts of things, just to make it easy for people to convert.

"We're not looking to get 20 people through, if that programme can deliver three cars to the grid next season that's the point of it. It just keeps it really focused and it means we can deliver a quality service."

As noted the current plan is for the UK's one-make Praga Cup to start next year, with potential for international invitational races over and above.

"If we can get it to 20 [cars] then Britcar

are very keen to help us and also organise a one-make [series] for us," Harrison confirms. "If there's less than 20 cars we probably won't do a one-make because you know what it's like, if you've only got 15 or 16 cars and a couple of guys don't turn up and a couple of guys have problems then suddenly it's a very small grid and it doesn't look great. And there's no need for us to rush into it, we'll do it properly. But we're conservatively optimistic that there's enough demand to have 20 cars." ■

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GETTING OVER THE LINE

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We catch up with tin-top hero Patrick Watts, who relies on Motul products for his latest motor racing venture: the Citroen C1 Challenge

After excelling during the 1980s and 1990s in a range of single-make categories and then going on to become a mainstay of the high-profile British Touring Car Championship, these days Patrick Watts scratches his competitive itch on the historics scene and, most recently at the Citroen C1 Challenge's 24 Hour blue-riband event at Silverstone at the end of May.

Designed to provide a low-cost route into endurance racing, the category is centred around the first-generation C1 model, equalised centrally to provide a level playing field and put the drivers – in teams of up to six in some cases – front and centre in the quest for success.

We caught up with Patrick Watts, one of our Motul Ambassadors, about his latest on-track programme and the role Motul's products have played in the race for every tenth of a second in such a highly competitive field.

He is competing alongside his daughter Aimee, a newcomer to racing.

Question: So, Patrick, we're here at Silverstone for the Citroen C1 Challenge 24 Hour race, can you tell us a little bit about the series and how you got into it?

Patrick Watts: "We're currently doing the Citroen C1 Championship with Aimee this year. At Patrick Watts Racing, we prepare a few cars for historic racing, including a few classic cars I've got. It's a bit of a hobby business.

"The C1 racing was brought about by a fantastic weekend I had up here [at Silverstone] with an old team-mate of mine from when I was doing touring cars, Simon Harrison.

"He said 'come up and do this Citroen C1 championship' and I wondered what it was. He said 'it's a 24-hour race, come up and do it with us', so I did. It's fantastic racing, the C1 is tremendous fun to race."



Watts has been turning heads in a Studebaker



Watts (inset) and his latest motor racing weapon that's putting a smile on the face: the Citroen C1

Q: We've been around the paddock today to have a look around, it's quite a competitive series, isn't it?

PW: "When you've got so many cars on the grid that are identical, it doesn't matter where you are on the grid, whether it's towards the back or the front, you are going to have a race.

"It's a little bit like a game of chess. You haven't got to be too proactive on what you're going to do next, you have a lot of time to plan things. If you slipstream and you have a guy alongside you, you can look across at them, make eye contact, give them a little bit the evil eyes down the straight. Come the next corner, all hell breaks loose as you brake late and force your way down the inside through the corner, then it all goes quiet again as you wait for the next corner to come up. It's great fun."

Q: So for those who haven't come across a race with this format before, can you guide us through it?

PW: "It's a collection of people that want to go out and win a race. It's held over 24 hours, unlike a 20-minute sprint race which a lot of people are familiar with. It's all about team-mates and working with two, three or even four other people. Some teams have six people.

"The pitstops are around every two hours and 10 minutes, which is how long it takes a tank of fuel to empty, so you're out there for that length of time and it's quite a long time racing, but one thing I will say – it feels like an hour. You just don't realise you're coming to the end of your stint until they give you an 'in' board. That's how much fun you're having.

"There are boring parts to this racing because when a car goes off in the dark, they will invariably put out a safety car and you have

to follow it around at about 40 miles an hour. But that's where the C1 comes into its own, you can tune in to Radio 2 or Radio 4!"

Q: What competitive edge does using Motul's products provide?

"It's very restricted on what you can do to the car, but one thing they do say is you can use any oil. So I will go for the best oil, not only to make the car last the duration of 24 hours, but also I want to go for thin oil. So we're using very thin racing oils, which means less friction in the engine, but also less chance of it wearing out or getting damaged within a 24-hour race.

"It's the little details, we use a special grease of Motul's in the wheel bearings, and that's a thinner grease than a garage would put into the wheel bearings on a road car, but it's got higher impact properties, the wheel just whizzes round when you spin it on an axle stand. That little bit less friction helps us down the straights. We use Motul for the gearbox oil, again a high-impact, thin racing gearbox to again reduce friction on that component of the car. If that all adds up to one mile an hour, in this championship, it means you won't be overtaken on the straight and you might have a chance of overtaking the person in front.

"We've even got their cleaning products, which we use on the wheels and windscreen to stop it misting up, get all the rubbish off when they come in for a stop and makes everything crystal clear."

Unfortunately, the race itself ended prematurely for Watts and his team-mates in the #506 after an early incident left their C1 too damaged to continue. Nevertheless, we look forward to seeing Patrick back out on track in the near future.



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RACING REPORTS

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NATIONAL HOT RODS: THUNDER 500 BY GRAHAM BROWN

JUNE 19



Carl Waller-Barrett kept the rest at arm's length



The Vauxhall Tigra driver (r) became the third Angie Rowe Trophy winner

WALLER-BARRETT'S WING AND A PRAYER...

Carl Waller-Barrett became the third winner of the Angie Rowe Memorial Trophy at the Thunder 500 meeting. Despite losing the use of his innovative rear wing when it broke in the dying laps, Waller-Barrett employed his well-earned pole position to fend off a strong challenge from Billy Wood.

The draw for the opening heat had placed Rob McDonald on pole which made the world champion a sound bet for the win. He soon developed a lead over John Sibbald and it wasn't until the frontrunners encountered heavy traffic at around mid-distance that McDonald's progress slowed even slightly.

By that point Sibbald was under pressure from Wood and he eventually slipped by to try and close on the leader. But once McDonald was back on open road, he drew

clear once more and Wood had other things to worry about anyway as Sibbald came back hard and even got alongside at one point before they crossed the line still in the same order.

Waller-Barrett took a very useful fourth ahead of Adam Hylands and Jack Blood after Aaron Dew copped a penalty for contact, while John Christie's Lotus rounded out the top eight.

Gordon Alexander set the pace from the heat two pole but under immediate pressure from Jason Kew, Chris Haird and Shane Bland. Their dice intensified when Alexander shut off an outside pass attempt by Haird who got the cut-back to dive up the inside instead at the cost of a black cross. Kew followed him through with Paul Wright now joining this bunch at

Bland's expense. Then McDonald and Dew collided on the back straight, Alexander spinning in the ensuing scramble by the leaders to avoid Dew, whose Ginetta was broadside across the track.

That left Haird, Kew and Wright to the major places with Waller-Barrett's sixth enough to secure pole for the feature, despite his admission later that he'd "struggled" with the car throughout the heats.

Unfortunately McDonald's car had suffered too much damage to make the final but there were still 28 others who came under starter's orders.

Waller-Barrett made a perfect getaway to head Wood, Hylands, Sibbald and Haird into lap one. The first three soon broke clear, Haird passed Sibbald to assume fourth, and then Wood settled onto the leader's bumper to mount his challenge. But

as Haird advanced again by taking Hylands, the leader got his head down and began to eke out a much bigger breathing space over Wood, helped in that task by Haird now pestering Wood about acquiring second spot.

With the passing of half distance Hylands abdicated fourth when a front hub broke. CW-B further consolidated his lead while Wood and Haird continued to dispute second well ahead of another tight scrap between Kew and Blood.

With the lap boards out and counting down, Wood made a big effort to get back with the leader, whose novel rear wing (see news, page 10) was suddenly looking distinctly worse for wear.

At the flag Wood only just failed to get alongside with Haird a fairly close third ahead of another tight

finish as Kew just about headed Blood over the line. Christie's Lotus passed a faltering Wright on the final bend to complete the top six, Wright pulling up immediately after the finish with a blown motor.

Results

Organiser: Spedeworth **When:** June 19
Where: Foxhall International Raceway, Ipswich
Championship: Thunder 500/World Series
Starters: 36
Heat one: 1 Rob McDonald (Vauxhall Tigra); 2 Billy Wood (Vauxhall Tigra); 3 John Sibbald (Vauxhall Tigra); 4 Carl Waller-Barrett (Vauxhall Tigra); 5 Adam Hylands (Vauxhall Tigra); 6 Jack Blood (Vauxhall Tigra); 7 Aaron Dew (Ginetta G40R); 8 John Christie (Lotus Exige). **Heat two:** 1 Chris Haird (Vauxhall Tigra); 2 Jason Kew (Ginetta G40R); 3 Paul Wright (Vauxhall Tigra); 4 Gavin Murray (Vauxhall Tigra); 5 Glenn Bell (Ford Fiesta); 6 Waller-Barrett; 7 Shane Bland (Ford Fiesta); 8 Hylands. **Final:** 1 Waller-Barrett; 2 Wood; 3 Haird; 4 Kew; 5 Blood; 6 Christie; 7 Wright; 8 Sibbald; 9 Bell; 10 Stuart McLaird (Ginetta G40R). **Points:** 1 McDonald 381; 2 Wood 364; 3 Haird 363; 4 Kew 306; 5 Waller-Barrett 304; 6 Blood 303.

CADWELL PARK: VSCC BY PAUL LAWRENCE

JUNE 19



Ames took two wins in the famous Bugatti T35C

AMES SCORES A DOUBLE TOP AT CADWELL PARK

Alex Ames was the star of the day as the Vintage Sports-Car Club made a welcome return to Cadwell Park. At the wheel of the famous 1927 San Sebastian Grand Prix winning ex-works Bugatti T35C, Ames won twice including in the Williams Trophy for pre '35 Grand Prix cars.

A week after he raced in the sweltering heat of Paul Ricard, Ames took the Halusa-owned Bugatti to rural Lincolnshire amidst a fabulous Bugatti entry and dominated the Williams

Trophy from the front, in his wake, Ed Williams (Frazer Nash) had a fine battle with Duncan Pittaway (Bugatti T35) for second and it was the Nash that grabbed the place by half a second.

Later in the afternoon, Ames returned for the concluding Allcomers race and bagged a second win. However, he would have struggled to match the pace of Ian Baxter in the later Alta had the early leader not dived into the pits after seeing a black and orange flag which appeared to

carry his number. Baxter pitted, only to be told that he was not the intended target, and then stormed back to second place, but Ames was away and gone for his second win of the day.

Mark Gillies was the ERA star as he won the Pre '61 Racing Car contest in typical style to bag the Shuttleworth Trophy 26 years after he first won it. A wet and slippery qualifying session left Fred Harper down in eighth on the grid in the mighty Kurtis Indy Car but he charged around the confines of Cadwell Park to

battle up to second at the expense of James Baxter (Riley ERA).

Patrick Blakeney-Edwards was as flamboyant as ever as he oversteered his way to victory in the dedicated Fraser Nash race. Meanwhile, a barnstorming opener for standard and modified sports just fell to Jonathan Sharp's Riley from Simon Blakeney-Edwards (Frazer Nash) as the two leading cars crossed the line virtually side-by-side. Sharp got the nod by two-hundredths of a second after numerous lead changes.

Harry Painter's PA topped a nice grid of Pre-War MGs while John Reeve (Brooklands) retained the Garry Whyte Memorial Trophy in the all-Riley race. The Melville Trophy for VSCC Specials was another cracking race as Dougal Cawley (GN Piglet) and Robert Cobden (Riley Falcon Special) battled all the way to the flag. As the gap see-sawed, Cawley took Piglet by the scruff of the neck and forged back ahead on the final lap to win by six-tenths of a second.



Jonathan Sharp won the Pre-War Sports showdown

Photos: Ben Lawrence

RACE WINNERS

Pre-War Sports

Jonathan Sharp (Riley 12/4)

Pre '61 Racing Cars

Mark Gillies (ERA R3A)

Pre-War MGs

Harry Painter (PA)

Allcomers Handicap

Simon Gallon (Austin 7)

Frazer Nash/GN

Patrick Blakeney-Edwards (Super Sport)

Rileys

John Reeve (Brooklands)

Pre '35 Grand Prix Cars

Alex Ames (Bugatti T35C)

VSCC Specials

Dougal Cawley (GN Piglet)

Allcomers Handicap

William Twelvetreves (Wolseley 16/20)

Allcomers Scratch

Alex Ames (Bugatti T35C)



Blakeney-Edwards: first

FEATURE

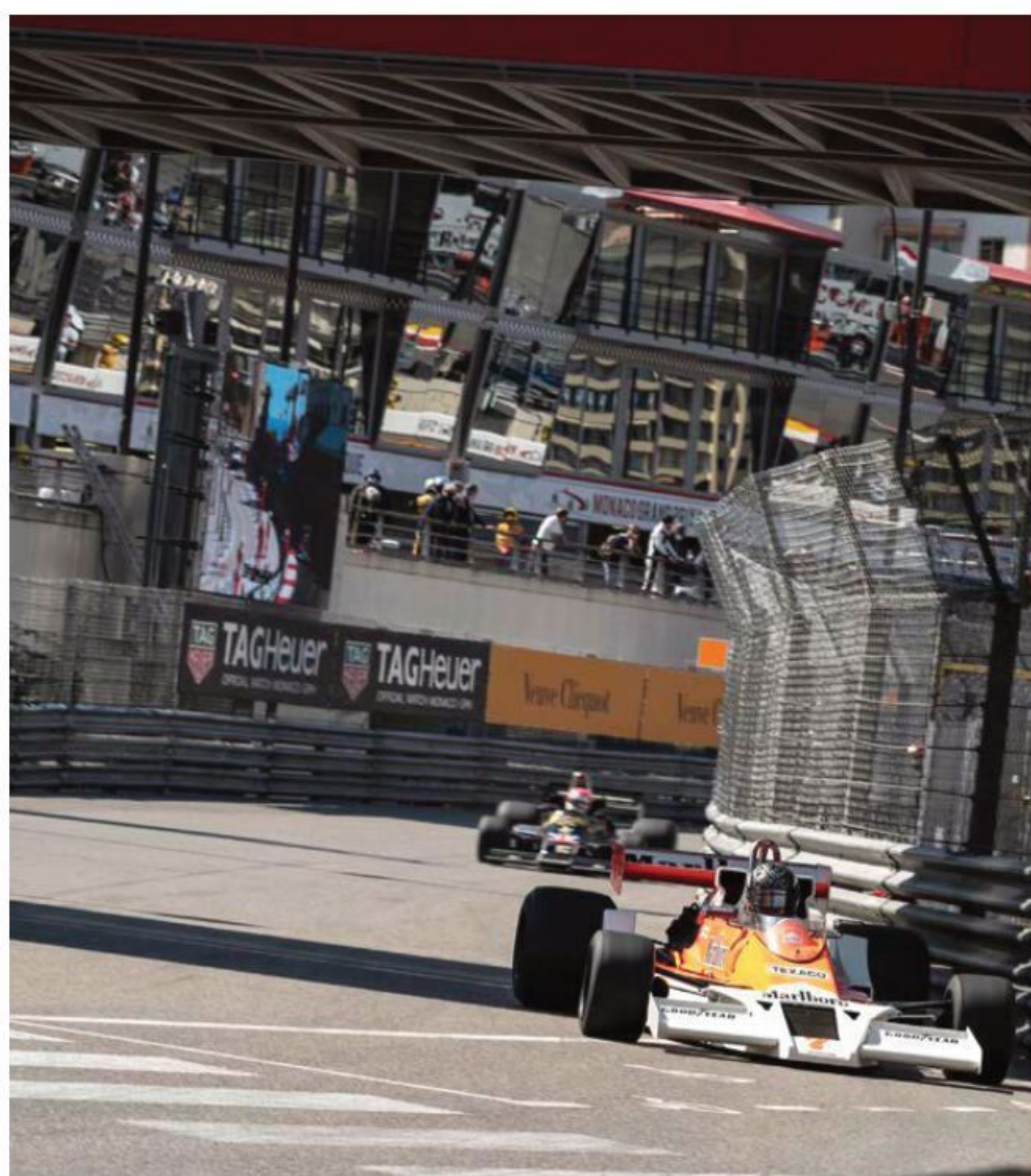
MICHAEL LYONS:

THE MONACO-MEISTER WITH THREE WINS IN THREE VERY DIFFERENT F1 MACHINES

*At this year's Monaco Grand Prix Historique in April, Michael Lyons won three Formula 1 races in three different cars on one day. He told **Paul Lawrence** how he did it.*



Michael Lyons' Hesketh takes pride of place as a race winner



Lyons was delighted to pick up victory in controversial 1973-1977 race

Michael Lyons is one of the UK's best racers of historic single-seaters and also has enjoyed international success in modern GT cars. The Monaco Historic is a key date on his calendar and this spring he tackled three different races in period F1 cars from the family stable, all run by the small family team.

Three F1 wins in one day in three cars is a pretty remarkable result and may never be repeated. So, was it one of those weekends that just went completely to plan? The 30-year-old explains: "No, they never do—it's historic racing, isn't it? But Friday was pretty good. Well, obviously in qualifying for the first race in the Surtees TS9 I was surprised to be ahead of Stuart Hall. His McLaren M19 is a good car and Stuart is a pretty good pilot. So that was a surprise.

"In the McLaren M26 I was a tenth off Marco Werner on the Friday and it just felt a little bit scrappy. And then in the Hesketh 308E we actually had a wheel failure which was quite exciting. The centre failed at Casino Square but I got it stopped and didn't really have too much drama for something like that happening around there. I just got on the brakes and kept the weight off the rear corner. And that was, I think, 10 minutes to go in the session and we stayed top of the session. So we went

for a bit of dinner on Friday night and thought that was a pretty good day.

"That's the cool thing about qualifying around Monaco and when you're trying to risk it and go for that last couple of tenths. You realise you can brake a bit later here and there but it's not like you can jump five metres later. It's half a metre or a metre at a time. That's why Historic F1 cars are so special.

"Saturday was the kind of day I didn't really expect to be honest. Considering how few cars were there I could not have predicted the amount of traffic I found. It just didn't fall our way. In the Surtees I was behind Stuart and second on the grid. I looked at the times and the time he did was amazing. And I thought, well, I'm quite happy with that. That's where we are at and that's where the potential of the car is, so happy days.

"Then in the McLaren it was quite frustrating and I just struggled a lot with

traffic. There were red flags with some of the Ferrari excitement that went on through the session, so that was a bit annoying. And then likewise, in the Hesketh, I just didn't get the lap. The gap to the Arrows A3 of Jordon Grogor was tiny but, in my mind, there was more potential there. So I went to bed on Saturday night with a bit of work to do."

The opening race for Lyons to tackle would put him up against the aforementioned Hall, and the Le Mans racer was always going to present him and his Surtees TS9 with a tough challenge for Lyons to grab gold in the opening showdown. The 1966-1972 period encounter was in the morning on Sunday and Lyons was looking forward to going up against a rival who he respects as a driver.

"I got a good start. It wasn't sensational, but good. I was level pegging with him into St Devote and then he just went in a



Lyons scored a remarkable treble

"I could tell something was going to kick off ahead..."

Michael Lyons

little bit hot and I was able to cut under him,” recalls Lyons. “As I got to Turn 2, all of a sudden in my head, I was like ‘oh my goodness, I might win this now’. I was almost the most surprised person. I thought this is on now and I’d better get my head down and see if I can get away and I gapped him a little bit initially.

“But there were some areas where I was stronger and there were some areas where he was stronger. What was good for me was into the passing points I was strong. He had a good run at me into Rascasse and we were side by side a couple of times there which is very exciting.

“I’ve raced wheel to wheel with him around there a few times now and we’ve never touched or had any dramas. We just we get on with it with racing respect: it’s hard and it’s fair. That’s what we need in historic racing and racing in general but particularly in these things because you still don’t forget that they’re dangerous. He pressured me at the end and it was very close. But at that point, we just kept our heads down.”

The period race for 1973-1976 machines was one that grabbed the headlines from this year’s Historique. That was, in no small part, down to the appearance of former factory driver Jean Alesi in a 1975 Ferrari 312B3. He was scrapping with three-time Le Mans winner Marco Werner in a Lotus 77. The two were contesting the lead when Werner made contact with the back of Alesi’s machine on the start finish straight, which pitched the ex-Niki Lauda machine into the wall.

Lyons’ event hadn’t been without its own dramas. The scrutineers had given Lyons a hard time about the spec of his McLaren M26 and felt he was on the back foot going into the race. And during the event, brake issues and latterly a gearbox problem restricted his pace as well.

“I made a good start but had nowhere to go,” explains Lyons. “I could see the pressure Werner had Alesi under and Marco’s done quite a bit with that Lotus 77. He knows the thing inside out so he was right on it. And his pace in qualifying was good as well. So I was watching that pair thinking something’s got to give because I was quite close with Jean in qualifying. I was quite close behind them and I was surprised at a couple of things that went on.

“A couple of laps from the end when the gap got really big, my third gear failed, which is not ideal round there. The problem is obviously as soon as you lose a tooth off the top it’s in the gearbox somewhere. And everything’s spinning around in there quite quickly. So if it was anywhere else, you’d probably stop because you wouldn’t want to risk the gearbox.

“But it’s Monaco. That’s your shot and two things go through your head. Do I call it a day, and then it’s over? Or should we hang on and try our luck? But Werner and Alesi were so close and there was some interesting things going on from the front. I was watching and thinking this isn’t going to last for half an hour.

“In the early laps, I let them get away a little bit, because I had a bit of pressure from behind. So I consciously brought it back a little bit and then went again, just because I thought I don’t want to end up losing where I am due to the potential of what’s in front.

“So I controlled that a little bit and when I got back up on them I thought we’ll sit tight with this, because it’s looking a bit dodgy. There was definitely a lack of drive from the car in the front and then they had the contact and Alesi hit the wall. I felt really bad for Marco because that could easily have been me if he had not been there. I probably would have been in the same place. So I felt for him.

“Sometimes you’ve got to be lucky. We’ve been there and lost races when we’ve been at the front and we’ve had things break and sometimes you get a

lucky win and that was the lucky one because Marco picked up a time penalty for the incident.”

So that was the second major trophy locked away securely in the cabinet. There was one more chance, and that was in the 1977-1980 showdown. Lyons lined up in second place on the grid in his Hesketh 308E but he used the knowledge gained from his two previous standing starts in the earlier races to perfect his getaway. He certainly had his eye in and reached St Devote ahead of the opposition.

“I didn’t even need to stay on the outside, I went straight to the apex and I knew before I hit the brake pedal that I was going to be the first man to that apex,” says Lyons. “And there was no doubt in my mind that we could win from that point on, even though it’s the oldest car in the race, a 1977 car against the 1980 ground effect cars.

“Grogor’s Arrows was pushing and he clipped me a little bit in the hairpin but that wasn’t too much of a drama. He gave it everything, but I think they had a suspension issue later in the race. The exciting bit of that race was that a car went off under braking for the chicane after the tunnel. And it must have bounced off both barriers because there was a Z-shaped oil line that went completely across the track. So on the first lap Jordan wasn’t far behind me at that point and there’s a single yellow flag where your braking point is. Then halfway through the braking zone, there was an oil flag.

“Then suddenly, we’re both going sideways, missing the first apex. At that point I was thinking that if he makes the chicane and I don’t, I might get a penalty. So I cut back round on the second half of the chicane, which, in hindsight, I probably didn’t need to do. But at that point, you’ve got it all to lose rather than to gain. He closed up a bit because he just went straight through.

“I knew the next time we got there it was going to be a bit of stress again, but I had to make the chicane this time. So I went round again, braked a little bit earlier, but probably not quite enough to be honest, and had the thing on its nose locked up. I was a little bit wide into the first apex but did actually make the chicane this time. I came out the other side looked in the mirror and knew from there I was OK.”

From that point, Lyons was in charge: driving sublimely around the streets of the principality in a machine that he was more familiar with than any other of his mounts for the weekend. He nursed the gearchange and listening for all those noises that only a paranoid racing driver who is leading a big race and about to take the chequered flag.

“I’m so thankful for the opportunity because the chance to drive three F1 cars in a day, anywhere in the world, is pretty special. But to get to do it around that track, in Monaco, it’s such an amazing track and I was just lost for words,” explains Lyons.

“To get the chance to do it and for it all to just work out with so many variables was amazing. To do it while we run the cars ourselves from a little family team was very special. Before we go to Monaco, I say: ‘look guys, the weekend is going to be a nightmare’. But we do it once every two years normally and it’s going to be the best weekend of the year and the worst weekend of the year all tied into one.

“What’s cool as well, though we’re not doing things for half, is that the budgets of some of the guys that we’re competing against are way bigger. Some cars went out on new tyres every time they left the tents: we couldn’t do that. It’s very satisfying to beat the big teams, when we’re doing it the way we’re doing it. I’m impressed with what our guys are able to do. You see how many people are running around some of the other cars, and for us it all falls on one person’s shoulders for each car and then we all muck in together when we need to. It’s a testament to those guys as well.” ■

Photos: Laura Platman



First-corner move earned victory in 1966-1972 race



The start in the Hesketh set up another victory



Ready for the off in the beautiful Surtees TS9

RACING REPORTS

Photos: Jakob Ebrey

BRANDS HATCH: CTA BY BRIAN PHILLIPS
JUNE 19-20

A GLORIOUS DAY FOR KENT BROTHERS AT BRANDS



Bruce Winfield was the early leader in the second TCR UK race



Jack Depper (left) shared the spoils with his father in VW class

Brothers Lewis and Bradley Kent and Dan Kirby were race winners on the only triple-header weekend of the Touring Car Trophy/TCR championship, which added sometimes frantic and contentious action to a mixed Tunerfest extravaganza.

Sunday's programme was a pre-booked sell-out under Covid restrictions and also featured the first Motorsport UK-accredited DriftPro championship.

TCR race one produced the season's fifth winner when Dan Kirby's Cupra survived a twice red flagged encounter. Second in the points, Max Hart crashed and caused the first stoppage, and third best scorer Bradley Kent was an early casualty in the rerun. Championship leader Lewis Kent was hampered by a poor start, but recovered to fourth.

Hyundai driver Lewis Kent was third on a part-reversed race two grid and had nobody in front of him for a second attempt after pole man Will Butler (Cupra) was eliminated in a first-corner shunt. Despite this it took Kent until lap six to wrest the lead from Bruce Winfield's Cupra.

Winfield grabbed the lead of race three and it was more than 20 laps before Bradley Kent and Hart (with a new clutch since race two)

forced an opening. Winfield then came under attack from Darron Lewis (Mercedes), but this caused an early finish when a clash heading into Paddock Hill Bend resulted in Winfield plunging off.

A thinly supported VW Racing Cup class was won by Jack Depper in races one and three and dad Martin in race two.

Matt Luff dominated the first Civic Cup race but was restricted to fourth at the second attempt after the top 10 lined up in reverse order. Alistair Camp won at Cadwell Park and finished second in race one here. He briefly held third in the second race but fell to sixth with an excursion, and beached terminally further round the same lap.

Ben Sharpe started Saturday's race 27th after engine problems and rose to eighth. From an advantageous grid place he took the lead at the end of lap one in race two and held on despite losing much of his advantage in a brief caution period. Dan Thakeray and Dave Buky joined him on the podium.

Luff was a lap-one retirement in race three and Sharpe finished eighth, but Camp made up for his earlier disappointment, leading from lap four. Jamie Tonks was second by half a length from George Alp-Williams, but a track limits penalty for Tonks reversed their positions.

RACE WINNERS

Touring Car Trophy/TCR/VW Racing Cup

Race 1: Dan Kirby (Cupra TCR)

Race 2: Lewis Kent (Hyundai i30 N TCR)

Race 3: Bradley Kent (Hyundai i30 N TCR)

Civic Cup

Race 1: Matt Luff

Race 2: Ben Sharpe

Race 3: Alistair Camp


Dan Kirby was a winner

OULTON PARK: BRSCC BY RACHEL HARRIS-GARDINER
JUNE 19

WOLFENDEN HEADS THE FORMULA FORD PACK ON A DAY OF DOUBLE VICTORS AT OULTON PARK

Northern Formula Ford driver Jack Wolfenden scored the first of five double wins at the Fiesta and CityCar Race Day, powering ahead of the field in his Firman RFR17 both times from pole, ahead of Neil Patten's Van Diemen.

This set a precedent for all five formulae out on Saturday. Chris Southcott won both Track Attack races in his Peugeot 205, but he was pushed hard by Steve Simpson (Peugeot 206) in race two. Simpson had put his Peugeot on pole for race one, but was squeezed out by Southcott and the Renault Clio of Nick Gwinnett. Simpson recovered well and was followed over the line by Mike Nash's Seat Supercopa, his chief rival during the race. Simpson kept clear of Nash in race two and almost caught Southcott, but a burst of speed from the 205 towards the end secured the win. Nash was third and Gwinnett fourth for the second time.

Jenson Brickley won both Fiesta

Junior races, which included a scrappy first encounter spent largely behind a safety car after Brickley's main rival Sid Smith had gone off at Cascades. Brickley's swift restart secured him the win and he was safely ahead of second-placed Deegan Fairclough. Without interruptions in race two, he was never seriously challenged.

The senior Fiestas were similarly dominated by Luke Pinder, back after a break from motorsport. He was briefly challenged by Rob Smith in race two and even lost the lead, but it was quickly regained and he won comfortably.

The CityCar Cup followed the same storyline, with former Pickup racer Nic Grindrod in a Citroen C1 as the two-time winner. A highlight was the near photo finish for runner-up in race two; Andrew Dyer (C1) was awarded second ahead of the C1 of Ross Makar and the Toyota Aygo of Richard Bliss.



Jenson Brickley (leading) took a double top in the Fiesta Junior encounters

Photos: Mick Walker

RACE WINNERS

Avon Tyres Northern & Superclassic Formula Ford

Race 1&2: Jack Wolfenden (Firman RFR17)

Track Attack Race Club

Race 1&2: Chris Southcott (Peugeot 205)

BRSCC Fiesta Championship

Race 1&2: Luke Pinder (Ford Fiesta ST 180)

BRSCC CityCar Cup

Race 1&2: Nic Grindrod (Citroen C1)

BRSCC Fiesta Junior Championship

Race 1&2: Jenson Brickley (Ford Fiesta ST)


Pressure: Southcott

SILVERSTONE: BRSCC BY STEVE WHITFIELD
JUNE 19-20

FODEN MASTERS THE WEATHER TO TOP MAZDA RUNNERS

After a long wait for a maiden victory in the Mazda MX-5 Championship, Steve Foden triumphed twice on the same day during the latest round on the Silverstone National circuit.

Fraser Fenwick came out on top in race one after a six-car lead battle while Jack Brewer – triple winner at the previous round – was spun out of second on the final lap by Brewer's team-mate Oliver Allwood.

Fenwick and Brewer both dropped down the order in treacherous conditions in race two, while Steve Foden stormed from 19th on the grid

to take an elusive win ahead of early leader Brian Trott.

Foden dropped behind Trott and Allwood at Luffield during the opening laps of race three. But he regained the lead with a spectacular double overtake at Copse a few laps later to win again.

The action was equally dramatic in National Formula Ford 1600, with Max Esterson taking his first two series wins, despite also being involved in a couple of controversial collisions. David Leslie Trophy winner Chris Middlehurst moved up

from fourth on the grid to lead race one ahead of Alex Walker. Joey Foster was spun out of third by Esterson, who went on to pass Walker and Middlehurst in the space of two corners to take a maiden victory.

The collision earned Esterson a five-place grid drop for race two, with rookie Thomas Mills surprising by leading most of the encounter before being denied by a late error. Esterson was involved in a dramatic clash on the Wellington Straight with title rival Walker, who was forced out with suspension damage. Despite also

being caught up in the incident, Middlehurst avoided damage and then benefitted from Mills' mistake to beat Foster to the win by a narrow margin.

Esterson won again in race three, passing his team-mate Colin Queen off the line in the reversed-grid encounter and building a commanding advantage before a big crash for Lukas Romanek at Luffield ended proceedings prematurely. Walker recovered from the back of the field to finish eighth, but lost his points lead to Esterson.

RACE WINNERS

National FF1600

Races 1 & 3: Max Esterson (Ray GR18); **Race 2:** Chris Middlehurst (Van Diemen LA10)

ClubSport Trophy

Races 1: David Shead/Malcolm Edeson (BMW Compact)

Mazda MX-5 Mk1

Race 1: Fraser Fenwick; **Races 2&3:** Steve Foden

Mazda MX-5 Mk1 Clubman

Races 1 & 2: Owen Mills

Mazda MX-5 Mk3 Supercup

Race 1: Samuel Smith; **Race 2:** Patrick Fletcher; **Race 3:** Jack Harding

Fun Cup

Race 1: Fabio Randaccio/Farquini Deott

ZEO Proto Cup

Race 1: Matt Manderson (Radical SR8); **Race 2:** Mike Jenvey (Jenvey-Gunn TS6)

WHAT'S ON

YOUTUBE

For Martin Short, our readers' Q&A guest this week, his Le Mans 24-Hour exploits without exaggeration could have filled more than one Q&A feature on their own. And Short on his YouTube channel offers a very close look at the sights and sounds of him and his Rollcentre Racing team in

the 2006 and 2007 versions of the famous endurance event, jousting with manufacturer giants.

Short's put together 34 minutes of excerpts from the Le Mans 'Laps of the Gods' and 'Chasing the Dream' fly-on-wall documentaries, in tribute to his late colleague Michael 'Cushty' Tallentire.

And it's a magnificent raw insight into a team operating at Le Mans: in the garage, pits and plenty of other places besides, as well as has fantastic race and onboard footage. And it contains everything from the French 24-hour race's challenge: the tension, intensity, fortitude, the night-and-day light and

weather and the resolve to get to the end. There's also what keeps people coming back: the euphoria. There's plenty of it when an overall fourth place is bagged...

You can watch it at: [youtube.com/watch?v=uS8v7itaqWU](https://www.youtube.com/watch?v=uS8v7itaqWU) or from searching 'Cushty Le Mans Film'.

Graham Keillor

TV GUIDE

This weekend we have the long-awaited return of Kenya's Safari Rally as a World Rally Championship event. And, in addition to BT Sport's live coverage, you can catch up with the best of it on Monday evening (2000hrs-2100hrs, BT Sport 1) or on Tuesday (0930hrs-1030hrs, BT Sport 1 and 1145hrs-1245hrs, BT Sport/ESPN).

BT Sport also provides retro Safari action with, early on Saturday, some of the greatest moments from the iconic rally's history in WRC Classic (0500hrs-0600hrs, BT Sport 1). And there a few other delves into WRC past on BT Sport this week too, including just before the Safari programme a look at 2011's WRC campaign (0400hrs-0500hrs).

Channel 4 has highlights of something else that returns, with W Series' 2021 season-opener, ending its one-year moratorium, shown early Sunday at 0900hrs-0930hrs.

And Formula 1 is with us again this weekend with the first of its two Red Bull Ring races, this one the Styrian Grand Prix. The auxiliary coverage as usual begins today (Thursday) with Sky Sports F1's weekend-preview F1 Show (1700hrs-1800hrs) followed immediately by the drivers' press conference (1800hrs-1930hrs). Channel 4's highlights meanwhile are at 1830hrs-2000hrs on Saturday for qualifying and 1830hrs-2100hrs on Sunday for the race.

Graham Keillor

LIVE TV

FORMULA 1 STYRIAN GRAND PRIX RED BULL RING

Practice 1: Friday, 1000hrs-1145hrs, Sky Sports F1

Practice 2: Friday, 1345hrs-1530hrs, Sky Sports F1

Practice 3: Saturday, 1045hrs-1210hrs, Sky Sports F1

Qualifying: Saturday, 1300hrs-1530hrs, Sky Sports F1

Race: Sunday, 1230hrs-1700hrs (start time: 1400hrs), Sky Sports F1

WORLD RALLY CHAMPIONSHIP RALLY KENYA

SS1: Thursday, 1200hrs-1300hrs, BT Sport 2

SS9: Saturday, 0700hrs-0800hrs, BT Sport 1

SS12: Saturday, 1300hrs-

1400hrs, BT Sport 1
SS15: Sunday, 0630hrs-0730hrs, BT Sport 1
SS18: Sunday, BT Sport 1, 1100hrs-1230hrs, BT Sport 1

BRITISH TOURING CAR CHAMPIONSHIP BRANDS HATCH

Races 1, 2 & 3 and supports: Sunday, 1100hrs-1825hrs, ITV3

W SERIES RED BULL RING

Race: Saturday, 1500hrs-1620hrs, More 4

NASCAR POCONO

Race 1: Saturday, 2000hrs-2330hrs, Premier Sports 1

Race 2: Sunday, 2000hrs-0000hrs, Premier Sports 2

LISTINGS

SATURDAY

■ Kirkistown, N Ireland

500MRCI meeting:

FF1600, Saloons/GTs, Roadsports, Fiestas/Mazda MX-5s Starts racing from 1300hrs (qualifying from 0900hrs) Public admission to be confirmed

SATURDAY-SUNDAY

■ Brands Hatch, Kent

BTCC meeting: BTCC, F4, Ginetta Junior, Ginetta GT4, Carrera Cup, MINI Challenge Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from 1000hrs

Admission adult £35, under 13 free **Web** msv.com **Contact** 0843 453 9000 Advance tickets only

■ Silverstone, Northants

British GT meeting: British GT, British F3, Ginetta GT5, Porsche Sprint Starts Saturday, racing from 1525hrs (qualifying from 0900hrs) Sunday, racing from 0930hrs (qualifying from 0900hrs) **Admission** £22 **Web** silverstone.co.uk Advance tickets only

■ Donington Park, Leics

HSCC meeting: Thundersports, Dunlop Saloon Car Cup, Aurora Trophy/Geoff Lees Trophy, Historic Formula 3, Historic

FF2000, Historic FF1600, Classic FF1600, Historic Touring Cars, Guards Trophy, Historic Road Sports, '70s Road Sports, GT & Sports Car Cup Starts Saturday, racing from 1400hrs (qualifying from 0910hrs) Sunday, racing from 1030hrs (qualifying from 0910hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 Advance tickets only

■ Snetterton, Norfolk

MSVR meeting: MSVR SuperCup, BMW 116, Saloons, EnduroKa Starts Saturday, racing from 1220hrs (qualifying from 0900hrs) Sunday, racing from 0905hrs

Admission adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 Advance tickets only

■ Croft, N Yorks

Ferrari Owners Club meeting: Ferrari Club, Ferrari Classic, Northern Sports/Saloons, Alfa Romeo Starts Saturday, racing from tba (qualifying from 0930hrs) Sunday, racing from 1200hrs

Admission adult £15, under 15 free **Web** croftcircuit.co.uk **Contact** 01325 721815 Advance tickets only

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Photographs must be of a good quality and please send no more than three images

**ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!**



Peter Hamilton's glorious shot of a Healey pushing hard



Classics at Redgate, by Rich Cranston



Fire and woe, by Stephen Messenger



Hot Hatches on a hot pace, by Sam Nudd



Working the wheel, by David Harbey

NEXT WEEK

OUT THURSDAY, JULY 1

Motorsport is back, and so are we: New EXPANDED MN!

*Correct at time of going to press

READERS' Q&A:

MALCOLM WILSON

Rallying driver, legend and M-Sport boss
tackles the MN readers' posers



BTCC BATTLES AT BRANDS



All the latest in the chase for this year's tin-top crown

THE VOICE OF BRITISH MOTORSPORT



motorsport-news.co.uk

Motorsport News
Kelsey Media
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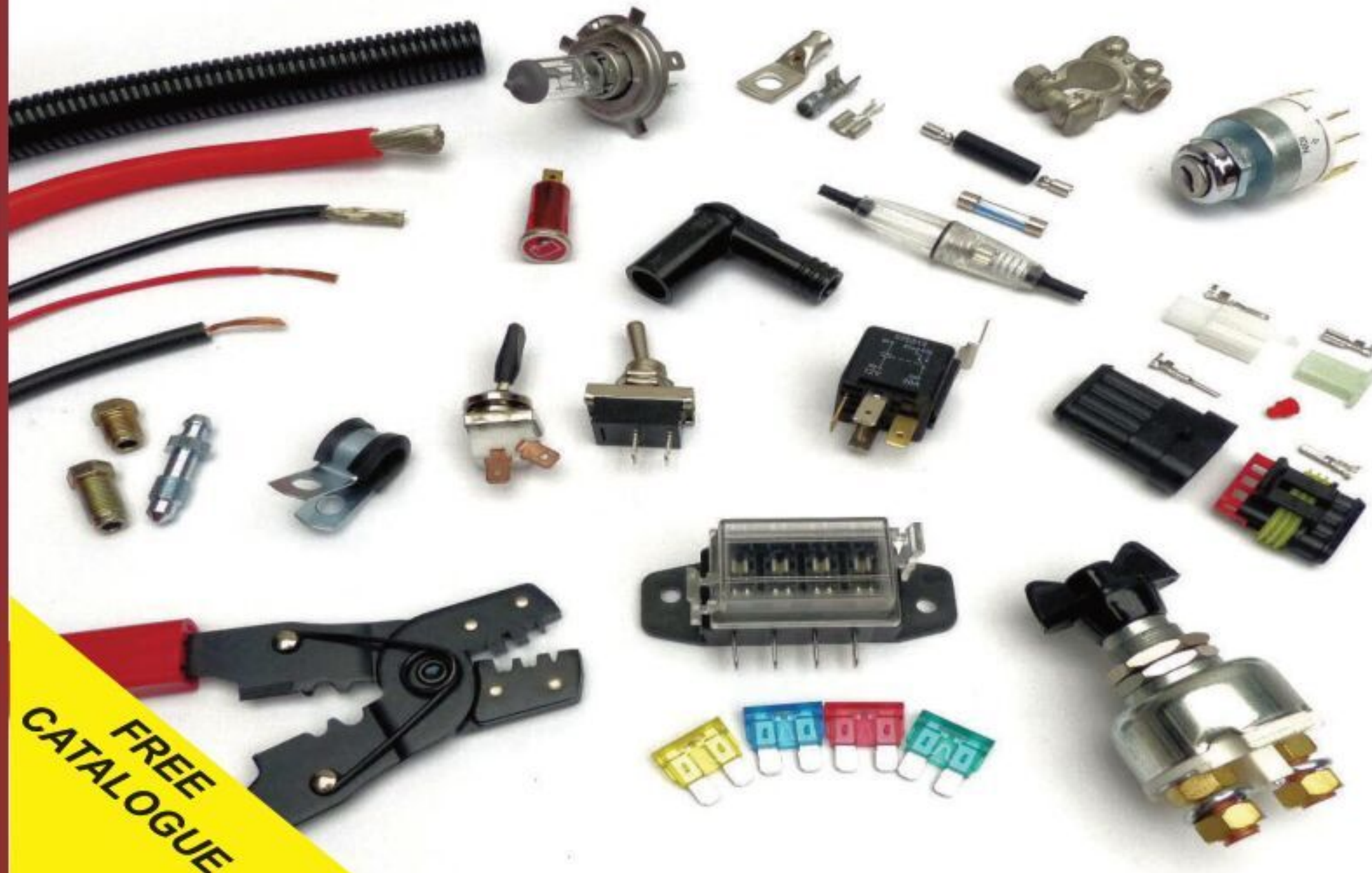
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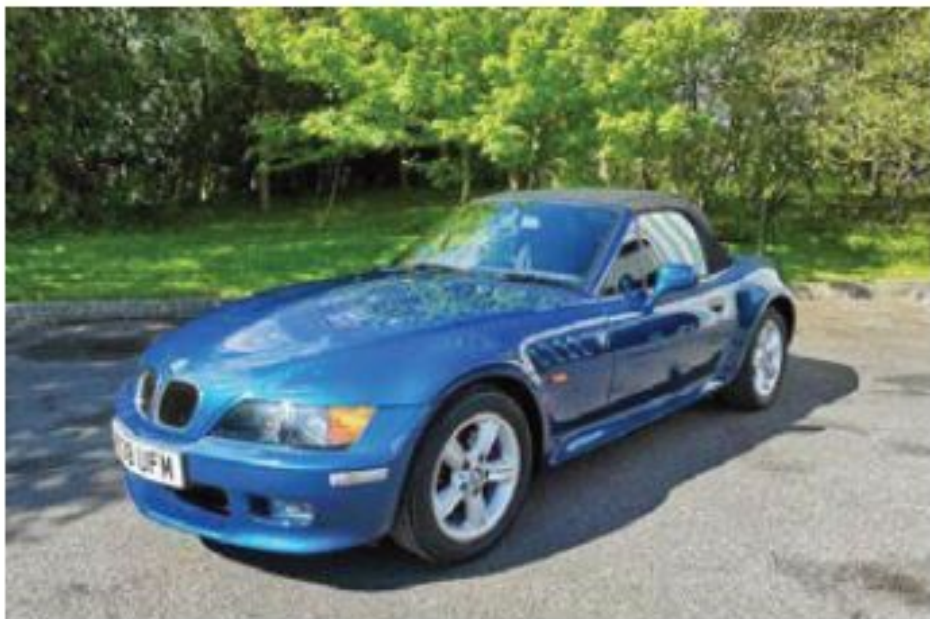
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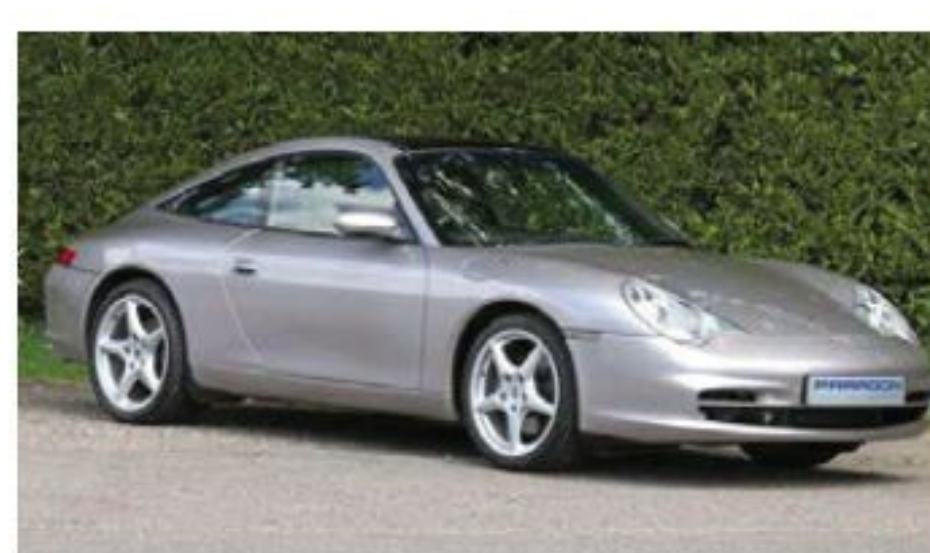
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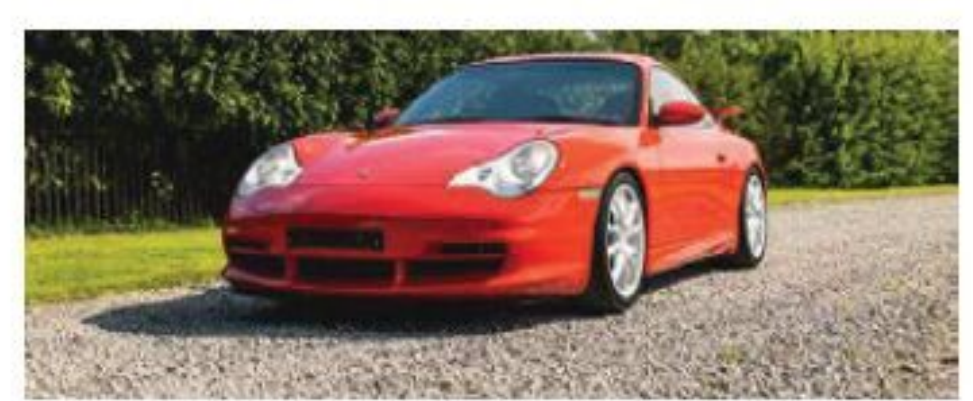
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